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No. 21608 號捌零百陸千壹萬式第 日柒拾月戌年卯丁 HONG KONG, WEDNESDAY, OCTOBER 12th, 1927. 叁拜禮 日式拾月拾年七廿百九千壹萬 PRICE: 3 PER MONTH

KOWLOON-CANTON RAILWAY. TIME-TABLE.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ... Dep.	6.37	8.00	8.38	9.15	10.09	12.02	1.15	2.37	3.00	4.37	5.49
Yau-mat ... Dep.	6.48	—	—	9.24	10.18	12.09	1.21	—	—	4.44	5.56
Shatin ... Dep.	6.57	—	—	9.33	10.27	12.17	1.29	—	—	4.53	6.05
Tai-po ... Dep.	7.11	—	—	9.49	10.43	12.34	1.47	—	—	5.09	6.19
Tai-po Market ... Dep.	7.18	—	—	9.53	10.48	12.38	1.51	—	—	5.15	6.25
Fanning ... Dep.	7.27	—	—	10.08	10.50	12.48	2.01	—	—	5.23	6.31
Shing-shui ... Dep.	7.37	—	—	10.18	11.00	12.53	2.13	—	—	5.28	6.36
Shing-shui ... Arr.	7.38	8.40	9.08	10.14	11.00	12.59	2.13	3.18	3.40	5.34	6.41
Shing-shui ... Arr.	—	8.43	—	—	—	—	—	—	—	—	—
Canton ... Arr.	—	11.50	—	—	—	—	—	—	—	—	—

SHA TAU KOK BRANCH.

	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
Fanning ... Dep.	7.45	—	—	10.15	—	6.15
Shing-shui ... Arr.	—	8.40	—	11.10	—	7.10
Shing-shui ... Dep.	—	—	—	—	—	—
Fanning ... Arr.	—	—	—	—	—	—

Q—SUNDAY AND PUBLIC HOLIDAYS ONLY.
—FIRST CLASS ONLY.

Further information may be obtained at the RAILWAY OFFICE, KOWLOON, or from Messrs. THE COOT & SONS, LTD., HONG KONG, or from THE AMERICAN EXPRESS COMPANY, HONG KONG.
G. A. WALKER, Manager.

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The 4 P.M. Steamer from Canton (SUNDAY EXCEPTED) on arrival in Hong Kong berths at Wing Lok Street Wharf. All Steamers will, as usual, leave for Canton from the Hong Kong Wharf.

MACAO LINE.

From Hong Kong: 2 P.M. (Week days only). From Macao: 8 A.M. (Week days only).

WEEK END SAILINGS

HONG KONG TO MACAO: SATURDAY, 15TH OCTOBER (MACAO RACES) 9.00 A.M. "LUNGSHAN" 8.00 A.M. "SUI TAI" 3.00 P.M. "SUI TAI" 4.00 P.M. "LUNGSHAN" SUNDAY, 16TH OCTOBER (MACAO RACES) 9.00 A.M. "TAISHAN" 5.00 P.M. "TAISHAN"

Above Sailings are subject to Weather Conditions and Intending Passengers are requested to communicate with the Office, whenever any of the Typhoon Signals are hoisted.

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WHOLESALE & RETAIL AGENTS.

Our London Letter.

ENGLAND'S MUSIC REVIVAL.

MOTORISTS AND THE LAW.

QUESTION OF PHYSICAL FITNESS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, Sept. 19th.
I hear that Sir Thomas Beecham, the great operatic conductor, is proposing to make a determined effort to place opera on a permanent basis in this country. By way of a start he has in hand plans for the erection of a new home for opera in London. He has chosen the site, and has ample funds at his disposal; and the building will be a centre of music where opera will be staged under his personal direction and guidance.
For many years Sir Thomas Beecham has been striving to establish opera here as firmly as it is established in Vienna and elsewhere. In his opinion England is rich enough to afford music of the best possible quality. He has gone to great lengths for the art he loves, and has had numerous disappointments, but he believes that he will succeed in the end. It is the passion of his life.
Popular Love Of Good Music.
In this connection it may be noted that England is really musical. The old gibe that we are not a musical nation is no longer true—assuming that it ever was true, and this is a matter of opinion. At any rate, the State promotes concerts at the Queen's Hall are a tremendous success. These are being conducted under the auspices of the British Broadcasting Company, which, of course, is now for practical purposes a Government Department.
The B.B.C. receives a proportion of the fees paid to the Post Office for licences for the privilege of listening in. A few months ago it was feared the Queen's Hall would be closed. For many years it was the home of music under the management of Messrs. Chappell & Co., the musical publishers, who were the owner of the Hall, and they found that the B.B.C. programmes on the wireless made competition too keen for them. Audiences fell off, and they were losing money on the concerts. Therefore they proposed to sell the building, and there was an outcry that Londoners would be deprived of hearing first class artists in the past.
However, a solution of this difficulty was found in a most satisfactory way by the acquisition of the Queen's Hall by the B.B.C., for concerts on the lines that have been so popular for nearly a generation under the able lead of the veteran conductor, Sir Henry Wood. He still wields the baton, and although the great building has seating accommodation for 3,000 people, the demand for seats at these concerts is now so great that people are constantly turned away from the doors. The concerts are broadcast by the B.B.C., and what is happening shows that people will still go to hear a really good concert, in spite of broadcasting, if the musical fare provided is really good. The standard of the programmes is ensured by the unlimited financial resources of the B.B.C., as a State enterprise.

A Point For Motorists.

A point of considerable interest for motorists has been raised by a decision of the Manchester Stipendiary. He has laid it down that a motorist, susceptible to physical conditions over which he has no control, is guilty of legal offences such as dangerous driving. This places motorists in a position that in certain circumstances, as for instance a sudden heart attack or faintness, they may be landed in the dock on a charge of manslaughter, with, possibly, a sentence of imprisonment to follow.
As may be supposed the magisterial decision has produced a good deal of discussion. There are thousands of motorists normally of excellent health whose nervous system may be unable to stand the test of an emergency. The subject is of an

Medical Examination Futile.

This seems reasonable enough, and it ought to meet the case. A medical examination of candidates for driving licences would seem futile, for no one knows beforehand that he (or she) may be seized with unexpected illness while at the driving wheel of a car. All the same time some regulation to refuse the grant of driving licences to people who are obviously unfit appears to be urgently necessary.
A few days ago a man was brought before the Police Court at West Ham on a charge of causing a street accident while driving a motor car. He was old, and was both deaf and dumb, and yet he had been granted a driver's licence on payment of the usual fee of five shillings. The only infirmity he lacks, was the sarcastic comment of the Magistrate who tried the case, "is that he is not also blind." This is almost on a par with a personal experience of my own. Recently I was in a car when a motorist came round a corner of the road and narrowly missed crashing into the car in which I was riding. In trying to avoid an accident he landed in a ditch, and when I went to see whether he was hurt I found that he had only one arm!
As things are in this country anybody can get a licence to drive a motor car. It is a highly unsatisfactory condition of affairs, and is clearly a matter that calls for action on the part of the Government. The County Councils issue driving licences, and take the fees, and, of course, it is no business of theirs to inquire into the fitness of applicants; indeed they have no power to do so.—E.B.

A PERSISTENT AGITATOR.

SHANGHAI FORT WHO MADE TROUBLE.

BROUGHT BEFORE PROVISIONAL COURT.

SHANGHAI, October 8th.
A labour agitator who was charged with instigating a strike in a Chinese wine shop on Seward Road, Shanghai, was brought up before Judge Han and Deputy Ramonino of the Special Provisional Court. The case was remanded to enable the police to conduct further investigation into the activities of the agitators, which have been a source of constant trouble to the community.

The accused was recently employed by the complainant shop as an apprentice. On two occasions, he was alleged to have instigated strikes in the shop by pointing out to his co-workers the ill-treatment accorded them and the inadequate wages they were receiving. A letter was sent by him to the Labour Union, informing them of alleged "Capitalism" in the shop. Two representatives came to the shop and made an investigation, after which they were satisfied that the general management in the store was in accordance with the regulations of the Union, and therefore encouraged the employees to work. But the accused was persistent in his destructive campaign, and insisted on a strike. He showed his colleagues an empty magazine, and stated that a pistol would be shown to them the following day, with the purpose of coercing them into staging a walk-out.

This came to the notice of the manager of the shop, who reported the matter to the police. The manager, however, requested the Court not to impose any punishment on the accused, a warning to him being quite agreeable to him witness said.
It is thought that the timidity of the complainant is prompted by his fear that the accused may endanger his life, or do damage to the shop, if appropriate punishment is given.

such wide importance that the opinion of Mr. Stenston Cook, the secretary of the Automobile Association, has been sought. The Association has over 300,000 motoring members. "Our view is," he states, "that a declaration by the applicant for a motor driver's licence that he is in a state of physical fitness would cover the difficulty as far as it is possible to do. I was on the Departmental Committee that considered the regulations for road traffic and the issue of drivers' licences, and this was one of our recommendations."

This seems reasonable enough, and it ought to meet the case. A medical examination of candidates for driving licences would seem futile, for no one knows beforehand that he (or she) may be seized with unexpected illness while at the driving wheel of a car. All the same time some regulation to refuse the grant of driving licences to people who are obviously unfit appears to be urgently necessary.

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DIARY OF EVENTS.

To-day.
St. Andrew's Society "at home" and sports meeting for Scotch Troops, Happy Valley, 2 p.m.
Bowls: Police v. Shanghai.
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m., and Lane, Crawford's Restaurant, 4.30-6.30 p.m.
H.K. Football League: Division I: R.A. v. Queen's Regt. Hockey: Club 1st XI v. Queen's Regt. U.S.R.C., 5 p.m.
Queen's Theatre: "Flower of Night."
World Theatre: "The Country Kid."
Star Theatre: "Jazzmania."
Thursday.
Edward the Confessor's Day.
Annual Sale of Work at French Convent, Causeway Bay, opened by Mrs. W. T. Southern, 10 a.m.
Women's Workers' Guild: Corporate Communion in Lady Chapel of Cathedral, followed by Committee meeting in Cathedral Hall, 10 a.m.
Interport Bowls: Hong Kong v. Shanghai, Craigengower C.C., 3 p.m.
Garrison Football League: R.E. and R. Signals v. R.A.O.C., 3rd B. Battery, R.A. v. "C." Company 2nd K.O.S.B. (both matches at Sookunpoo, 4.30 p.m.).
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m., and Lane, Crawford's Restaurant, 4.30-6.30 p.m.
Hong Kong Cricket Club annual meeting, 5.30 p.m.
First of series of winter concerts at Helena May Institute (Gilbert and Sullivan), 5.30 p.m.
Steel and Coulson's Billiard League: Garrison Sgts. Mess v. R.A.; St. Patrick's Club v. D.R.C.; Police v. Northants; Warders v. K.O.S.B.; Revenue v. R.E. and R. Sigs.
After dinner dance at Lee Gardens.
St. Peter's Young Men's Club: Community Singing, Cathedral Hall, 8.30 p.m.
Ladies' Night, European Y.M.C.A., Kowloon, 9 p.m.
Queen's Theatre: "The Song and Dance Man."
World Theatre: "The Prairie King."
Star Theatre: "The Air Mail." Friday.
Bowls: C.S.C. v. Shanghai.
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m., King Edward Hotel, 5 p.m., and Lane, Crawford's Restaurant, 4.30-6.30 p.m.
Hockey: Club "A" v. 5/2nd Punjab, King's Park, 5.15 p.m.
Naval and Military Y.M.C.A.: "Cheer O" Community Singing, 6.30 p.m.
Social gathering at St. Andrew's Vicarage grounds, Kowloon, 9 p.m.
Queen's Theatre: "The Song and Dance Man."
World Theatre: "The Prairie King."
Star Theatre: "The Air Mail." Saturday.
Golf: Bogey Pool, Fanning.
4th Extra Race Meeting, Macao. Bowls: Kowloon B.G.C. v. Shanghai. Cricket League: Division I: University v. I.R.C.; Chinese R.C. v. Craigengower C.C. Division II: Police R.C. v. H.K. Electric Co.; Recreation v. Civil Service C.C.; Recreation v. Civil Service C.C. v. Camerons.
H.K. Football League: Division I: Queen's v. Club; Chinese Ath. v. Police; Kowloon v. K.O.S.B.; Recreation v. R.A.F.; Scots Guards v. South China A.A. Division II: "A": Recreation v. Kowloon; Club v. South China "A"; K.O.S.B. v. University; R.A. v. Chinese Ath.; South China "B" v. St. Joseph's; Division II "B": South China "A" v. South China "B"; St. Joseph's v. Moslems; Kowloon v. Boy Scouts; Kung Woo v. Chinese Ath. Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m., and Lane, Crawford's Restaurant, 4.30-6.30 p.m.
Dinner Dances at King Edward Hotel.
Interport Bowls Dinner, Hotel Savoy, 8 p.m.
Queen's Theatre: "The Song and Dance Man."
World Theatre: "The Prairie King."
Star Theatre: "The Air Mail." Principal Mail: Inward: Europe via Marseilles, etc. (Malva), 10.30 a.m.; Canada, America, etc., and Europe via Victoria, B. C. (Zyndereus), 10 a.m.
Sunday.
18th Sunday after Trinity.
Golf: Bogey Pool, Fanning.
4th Extra Race Meeting, Macao (second day).

THE HONGKONG

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AND

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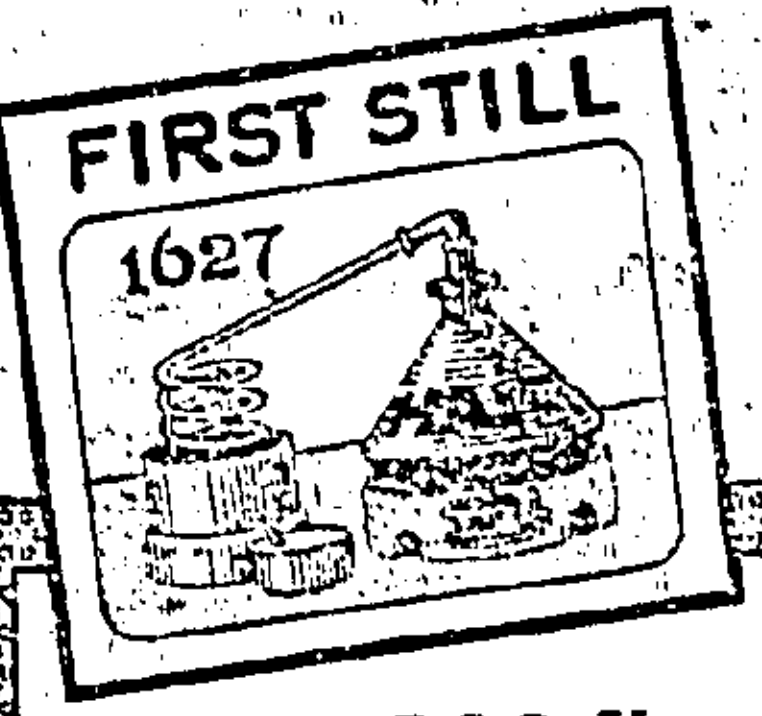
Is given in the "HONG KONG WEEKLY PRESS,"

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CHINA UNDERWRITERS, LTD. PROPOSED CHANGES IN ARTICLES OF ASSOCIATION. COMPANY TO BE CONTROLLED BY BOARD OF DIRECTORS.

SHEWAN, TOMES & CO. VOLUNTARILY SURRENDER LEGAL RIGHTS AS GENERAL MANAGERS.

As will be seen from the notice in our advertisement columns a meeting of the shareholders in China Underwriters, Ltd., will be held next month to consider, and if thought fit, to approve articles of association.

Briefly the main objects of the alterations proposed in the Memorandum and Articles are as follows:
1.—To vest the executive control of the Company in a Board of Directors elected by the shareholders instead of in a Firm as General Managers.

2.—To reduce very considerably the scale of commissions payable to the Firm who at present act as General Managers and who will after the passing of these articles become General Agents acting under the Directors.

3.—To place a limit of ten years on the period of the appointment of the Firm as General Agents so that at the end of ten years their emoluments cease altogether and they then participate in the profits of the Company in substitution for drawing commission on income.

Commenting upon these proposed changes the members of the Consulting Committee, Messrs. C. A. de Rosa, C. P. Marsel, A. Cameron, Li Tse Fong, Mok Ching Kong and Tsang Foo, say:—

In the first place the very considerable concessions made by the firm of Shewan, Tomes & Co. by the alterations are purely voluntary, as the Company's present agreement with the firm is a binding one apart from the Articles of Association, and could not be altered by the shareholders without the consent of the firm.

It may be said that when the Agreement and Articles were entered into it was not foreseen either by the General Managers or by the shareholders that their terms might operate onerously on the Company and that the form of control was unsuited to a Life Assurance Company, but when this was realised in the early days of the Company the General Managers offered to modify their rights so as not to hamper the Company's progress, and an expert opinion was taken in London on the subject as long ago as May, 1924.

It was thought inadvisable to make any drastic change until the Company had developed somewhat further but in the meantime the General Managers agreed to accept half the amount due to them under their agreement and in fact have received far less than they would have drawn as profits from their valuable Insurance Department which was turned over to the Company and which enabled the Company to be formed.

With regard to (1) the new Articles provide for the election of a Board of Directors and it is proposed that the present Consulting Committee shall form the first Board with the usual provision for retiring in rotation at general meetings.

The Consulting Committee feel that in shouldering the greater responsibility as Directors they should have under the Articles the right to have always a technical Insurance Expert as Manager of the Company directly acting under their instructions responsible to them, and appointed by them on a short term agreement not exceeding five years.

It is provided that the General Agents and the Manager act jointly under the instructions of the Board.

This arrangement makes for effective control and also for continuity which is very desirable from the Company's point of view. It is proposed that the present Manager, be reappointed by the Directors.

With regard to (2) this was gone into very carefully by the Consulting Committee under the advice of the Company's Manager and Actuary with a view to ensuring that the commissions should not embarrass the Company or restrict its future operations.

The General Agents undertake during the term of the agreement to place their own business with the Company and to introduce as much other business as possible, and the commissions payable thereon have been reduced considerably as compared with the old agreement and are a great deal lower than the business would command in the open market.

The commissions, on the General Business of the Company (other than that introduced by the Firm) as well as those on the Life Business have been drastically reduced and in fact terminate altogether at the end of ten years.

In view of the fact that the Firm took the responsibility for the flotation of the Company and gave up all the insurance business and connections to the Company it is proposed that when these commissions cease they shall take a substantial interest in the profits of the Company thereby sharing as they obviously should in its success.

In other words their interest becomes dependent on the success of the Company as a profit earning concern rather than on its income. If the Company does not make a profit they get nothing.

The amount of this interest is, of course, not a matter which affects the Policyholders' security or the Company's financial position and is a question of the distribution of profits between the shareholders and the Firm. In order in all the circumstances to arrive at a fair basis the matter was referred to Mr. Fleming, Chartered Accountant of Messrs. Lowe, Bingham & Matthews, who suggested that it would be fair and reasonable in view of their interest and in view of the very great concessions they have made that the Firm shall be entitled to one-sixth of the total profits among shareholders and we are in agreement with this.

Among the other alterations is the introduction of clause 117 (b) which is a usual clause in the Articles of Association of a Life Assurance Company. The participating policyholders contribute a considerable extra premium as profit loading thereby adding to the general security of the Company and are naturally entitled to get back their contribution by way of bonus if the Company is prosperous. As the Company gets larger the number of participating policyholders gets greater and these extra contributions form the greater part of the Actuarial surplus; the profit derived from these cash payments is not trading profit in the true sense. The percentage of 90 per cent. of profits from Life business is a usual percentage provided for and under Canadian Law this percentage is a compulsory one. This safeguard in participating policies is, moreover, an asset in the acquisition of new business.

As the above modifications are all in favour of the Company we feel sure that you will give them your unanimous support and we feel that the attitude of the General Managers in giving up their legal rights will be appreciated as evidence of their sincere desire to strengthen the foundations of the Company.

ILLNESS NO DEFENCE.

LAW OF DANGEROUS DRIVING.

IMPORTANT COURT RULING.

Motorists are confronted, under the law as it stands at present, with a serious problem, according to the *Local Government Journal*, which states that "a person who chooses to drive a car in such a condition of health that he is liable to be overcome commits an offence if he is in fact overcome while driving, and dangerous driving thereby results."

"It is no defence for the motorist to say, 'I could not help it: I was ill, or even unconscious, at the time, if he ought to have prevented it by refraining from driving.'"

Motor-car driver, who are susceptible to physical conditions over which they have no control may, according to Mr. J. Welleley Orr, the Manchester magistrate, be held

guilty of offences such as dangerous driving, for which they may be unwittingly responsible, when suffering from mental and physical disturbances.

Low Physical State.

The case which produced this ruling is one where Dr. William D. Lawton, of Manchester, was summoned for driving his motor-car in a manner dangerous to the public. He had previously been acquitted of a charge of being drunk when driving a motor-car, it having been proved that he was in a physical state following a dental operation.

The theory was then propounded by the police that a person driving a motor-car must be responsible for any physical infirmity which might cause an accident, or danger to other people, which was not apparent when he began the journey. The far-reaching effect of the decision of the Manchester magistrate has provoked the question in the minds of many motorists: "Is it safe to drive?"

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

October 11th, 1927.	
R.K. Bank	11.150 nom.
Do. London	1.121 nom.
Chartered Bank	2.201 nom.
Merchants Bank, A. & B.	2.211 nom.
Do.	2.213 nom.
P. & O. Bank	2.109 nom.
East Asia Bank	2.091 nom.
China Insurance	3.370 nom.
China Underwriters	1.135 nom.
North China Ins.	1.143 nom.
Union Insurance	2.291 sel. & 2.301 buy.
Yongtze Insurance	2.241 buy.
China Fire Insurance	2.210 buy.
Donghai	2.231 sel.
Shanghai Marine	2.231 sel.
Indo-China (Ind.)	2.230 nom.
Do. (Def.)	2.231 buy.
Shanghai Transport	2.231 nom.
Star Ferries	2.231 buy.
Waterboats	2.231 nom.
China Sugars	2.231 sel.
Malayan Sugars	2.231 sel.
Banknote	2.231 sel.
Kiaochow Mining	2.231 sel.
Langkai (combined)	2.231 nom.
Do. (single)	2.231 nom.
Shanghai Explorations	2.231 nom.
Shanghai Loans	2.231 nom.
Railways	2.231 nom.
Tonghai Mines	2.231 nom.
Do. Caspian	2.231 nom.
Railways	2.231 buy, 11.134
H.K. & W. Docks	2.231 nom.
Hongkong	2.231 nom.
New Engineering	2.231 buy.
Shanghai Docks	2.231 buy.
H.K. & S. Hotels	2.231 sel.
H.K. Lands	2.231 sel.
Shanghai Land	2.231 sel.
H.K. Territorial	2.231 sel.
Humphreys & Bates	2.231 sel.
Princes Buildings	2.231 buy.
Rural Lands	2.231 nom.
Kwo Cottons	2.231 nom.
Oriental	2.231 nom.
Shanghai Cottons (old)	2.231 buy.
Do. (new)	2.231 buy.
China Trusts	2.231 nom.
H.K. Tramways	2.231 buy.
Peak Tram (old)	2.231 sel.
Do. (new)	2.231 sel.
Singapore Tractions	2.231 nom.
Taxis	2.231 nom.
Amusements	2.231 nom.
Caution Loss	2.231 nom.
Cement (combined)	2.231 nom.
Do. (old)	2.231 nom.
Do. (new)	2.231 nom.
China Provident	2.231 nom.
Constructions	2.231 nom.
Dairy Farms	2.231 nom.
Do. & Wings	2.231 nom.
H.K. Electric	2.231 buy.
Macro Electric	2.231 nom.
H.K. Power (old)	2.231 nom.
Do. (new)	2.231 nom.
Lane Crawfords	2.231 sel.
Macintoshes	2.231 sel.
Sincere	2.231 nom.
United Asbestos	2.231 sel.
Waters (old)	2.231 nom.
Wm. Powells	2.231 sel.
Telephones	2.231 sel.
Bique, Indus. G.S. Bonds	2.231 buy.
buy-sellers; sel.-sellers; nom.-nominal.	

EXCHANGE.

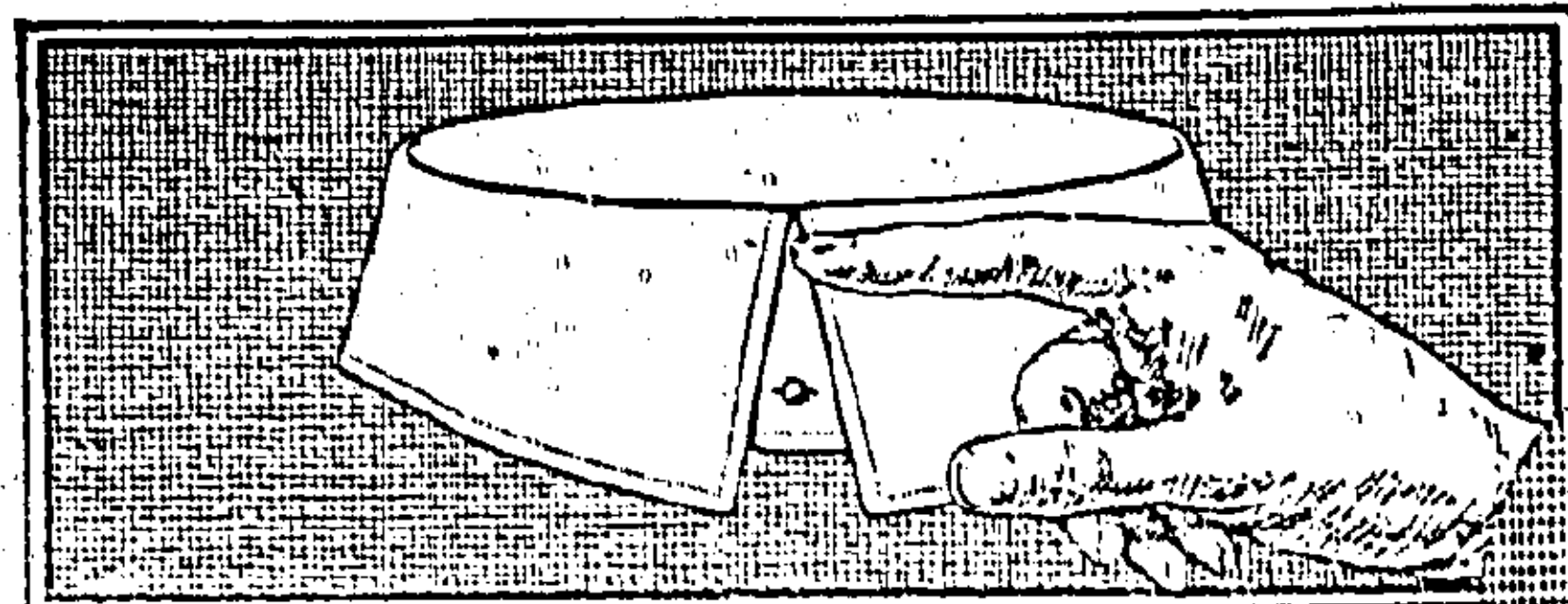
CLOSING QUOTATIONS.

October 11th, 1927.	
ON LONDON.—	
Telegraphic Transfer	1/11
Bank Bills, on demand	1/11 1/2
Bank Bills, at 30 days sight	—
Bank Bills, at 4 months sight	1/11 1/2
Credit, at 4 months sight	2/0 1/2
Documentary Bills, at 4 months sight	2/0 1/2
ON PARIS.—	
Bank Bills, on demand	1,220
Credit, 4 months sight	1,220
ON NEW YORK.—	
Bank Bills, on demand	48
Credit, at 60 days sight	4 1/2
ON BOMBAY.—	
Telegraphic Transfer	} 132
Bank Bills, on demand	
ON CALCUTTA.—	
Telegraphic Transfer	} 132
Bank Bills, on demand	
ON SHANGHAI.—	
Bank Bills, at sight	73 1/2
Private, 30 days sight	—
ON YOKOHAMA.—On demand	10 1/2
ON MANILA.—On demand	8 1/2
ON SINGAPORE.—On demand	8 1/2
ON BATAVIA.—On demand	11 1/2
ON HONGKONG.—On demand	—
ON SAIGON.—On demand	nom.
ON BANGKOK.—On demand	8 1/2
SOVEREIGN, Bank's Buying rate	\$93.80
GOLD LEAF, 100 fine, per tola	—
BAR SILVER, per oz.	25 13/16

EXCHANGE RATES.

(BRITISH WIRELESS SERVICE)

Rue de la Paix, October 10th.	
Paris	134
New York	48 3/32
Brussels	34.97
Geneva	35.55
Amsterdam	69 3/16
Berlin	20.42
Stockholm	18.05
Copenhagen	13.17
Oslo	13.46
Vienna	34.50
Prague	104 1/2
Helsinki	103 1/2
Madrid	27.80
Lisbon	27 1/16
Athens	38 1/2
Bucharest	78 1/2
Rio	5 13/32
Buenos Aires	47 51/64
Bombay	1/5 29/63
Yokohama	1/10 29/63
Silver (spot and forward)	25 13/16



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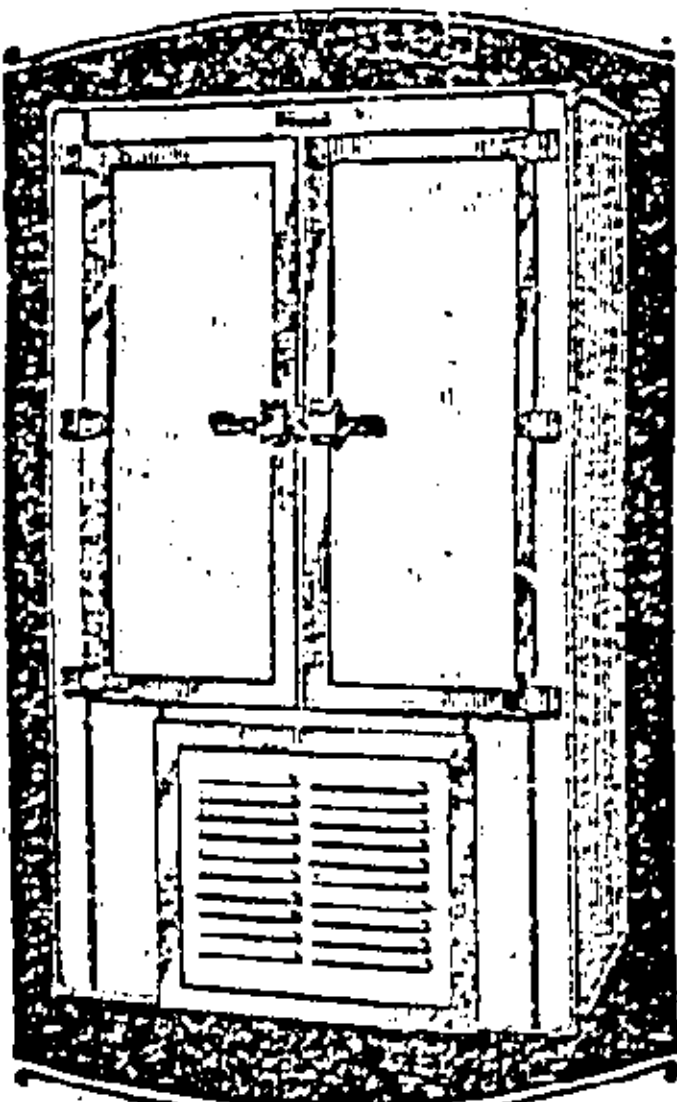


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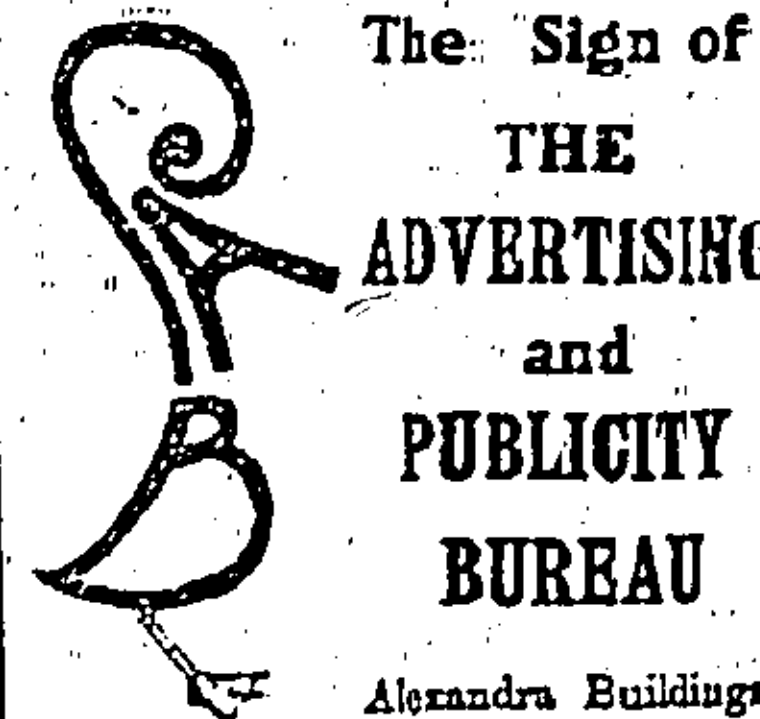
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FLEEING FROM WAR AND POVERTY.

MIGRATION TO MANCHURIA.

10,000 A MONTH.

MOVEMENT HAS NO POLITICAL SIGNIFICANCE.

The greatest migration in the world to-day, equal, says the *Daily Mail*, to the great movement of peoples from Europe to the United States when that movement was at its height, is taking place into the vast unsettled plains of Manchuria. This year almost a million new settlers, fleeing from poverty and war, will move from over-populated and war-ravaged Shantung and Chihli into the "Last West" of North Manchuria.

Through the ancient gateway in the Great Wall at Shanhaikwan and through the modern port of Dairen are pouring a great multitude, 10,000 a month. The Governments of the Manchurian provinces are giving great assistance to the migration. Railways are charging only a nominal amount for transportation to the able immigrant and providing free passage for men and women over 50 years old and to all children under 10.

The newcomers, as a rule, head for the territory lying along the undefined border of Inner Mongolia, where a strange situation is being brought about by them. In many cases they acquire crop-sharing leases on land owned by the various Princes of Mongolia, but while living on Mongolian-owned soil they are under Chinese jurisdiction, and where they settle become Chinese territory.

The migration is accompanied by many tragedies. Once the railways and the free travel are left behind the old begin to perish from the hardships of the journey, the trails of the newcomers being marked by thousands of graves of those who have given up.

Many of the migrants find the burden of caring for their children, especially for the babes in arms, too much. Babes are deserted and left behind in the larger towns. One favourite way of disposing of a baby so that it cannot be overlooked is to wrap it in many folds of newspapers or rags and drop it on the station platform as the train pulls out.

Not Political.

Commenting on this extraordinary migration of Chinese to the north, beyond the Great Wall, to the scarcely settled lands along the Mongolian and Manchurian marshes the *Manchester Guardian* says it would be easy, though wrong, to assume that this migration has a political complexion and illustrates a Chinese peasant preference for the rule of Marshal Chang Tso Lin, now that "north" and "south" have become with us synonyms for Chang Tso Lin and the skewbald body of the Nationalists. The bulk of the migration, however, is from one part of Chang Tso Lin's dominions to another, from Shantung and Chihli to the ends of the branch line of the Manchurian railways and beyond. It would be as mistaken to attribute this migration to a political preference as to assume that the other migration, over the Manchurian frontier into Russian Siberia, shows a Chinese preference for Russian Communism as against Manchurian Individualism. Every year there is a huge migration of Chinese peasants into Siberia, but its character is not altogether unlike that of the Irish hay-makers who used at the appropriate season to flood the English countryside.

These Chinese immigrants settle for the summer in the towns along the Siberian railway and supply the townspeople with fresh vegetables, cultivating allotments in a far more efficient manner than Russians can ever bring themselves to use. When the snow comes down in the autumn they return with their earnings, and it is said that the Manchurian officials make a handsome income out of swelling for their private benefit the official fees for stamping papers of egress and entry at the frontier. A fair number of them every year go farthest west, even as far as Moscow, where they establish themselves and settle down in laundry and similar business.

The whole affair is quite without political significance, and neither the doctrine of Lenin nor the personality of Chang Tso Lin has anything to do with it. These Chinese peasants migrate with the sole object of earning a living. The Manchurian migration is of similar character, and it has steadily increased with the development of the Manchurian railways. Shantung and Chihli are overpopulated.

(Continued on next Column.)

AMERICA'S FAR EAST TRADE.

INCREASE LAST YEAR.

SOME BIG FIGURES.

WASHINGTON, Sept. 15th.

Exports from the United States to the Far East during the fiscal year 1925-26 show a gain of \$1,250,000 or about 8 per cent. over that of 1924-25, according to J. H. Nunn, Regional Information Division, Department of Commerce. Imports, however, declined almost 13 per cent. to \$1,525,489,000, largely because of lower prices in raw silk, crude rubber, sugar and jute products.

During 1927 approximately 70 per cent. of the United States exports to the Orient consisted of seven products: Raw cotton valued at \$153,115,000; mineral oils, at \$9,476,000; automotive products, at \$88,232,000; machinery at \$7,372,000; iron and steel, at \$5,045,000; tobacco, products, at \$38,240,000; and lumber, at \$38,000,000. In contrast raw and manufactured silk, crude rubber and jute products made up practically 64 per cent. of the total value of imports.

Five countries, Japan, Australia, China as a whole, the Philippines and India, accounted for 88.6 per cent. or one per cent. more than last year of our total exports to the Far Eastern countries. These five countries also supplied 65.5 per cent. of the total Oriental products imported, the remainder being furnished by New Zealand and the rubber, tea, spice, coffee and tin-producing countries.

China's Big Increase.

With the exception of China, Japan and the Philippines there was a reduction all along the line in the import trade. China showed the largest increase in sales to the United States while the rubber-producing countries incurred the heaviest losses. Since each Far Eastern country, however, except Australia, New Zealand, Siam and Indo-China, sold the United States more than it brought, the combined net balance in their favour aggregated \$705,537,000. This was, however, \$231,830,000 less than in 1926.

Position of Japan.

Japan's position among the Orient countries in connection with American commerce remained unchanged. During 1927, Japan bought nearly twice as many automobiles and trucks as during the previous year; 45 per cent. more raw cotton; 23 per cent. more gasoline; and increased the value of iron and steel products 21 per cent. These advances also exceeded smaller reductions in other important staples and tended to raise the total exports of the United States to Japan from \$234,101,000 to \$267,401,000, an advance of \$13,300,000, or 5.7 per cent.

In 1926-27, total exports from the United States to China was \$113,652,000, compared with \$113,529,000 or 3 per cent. over the 1925 fiscal period. Gains were noted not only in Hong Kong due to settlement of the blockade difficulties last October, but in China Proper and in Kwangtung as well.

Trade with the Philippines held its own well. The Islands bought 70 per cent. more automotive products, which, added to general increase in a number of the important commodities, advanced the total United States exports to the Philippines by 4 per cent. to \$60,821,000. Imports also showed an increase of 1.5 per cent. *Manila Times.*

There is not enough land to go round, and the result is an annual migration into districts where there is an eager demand for agricultural labour. A large proportion of these migrants than of those into Siberia settle down, and it has for some time been the policy of the Chinese to encourage this settlement, not only to relieve distress within the Great Wall, but to strengthen the Chinese hold on the country beyond it. The migrants themselves, however, are quite without conscious political intention. Indeed, more remarkable than the migration is the persistence in their homes of those who do not migrate. It would seem that after sixteen years of civil war the Chinese have become as indifferent to it as the dwellers on the slopes of a volcano become to the smoky threat above their heads. This is due probably to the size of the country. Not even the combined efforts of bandit warlords and squabbling Nationalists can disturb it all at once, and the moment the tide of war in any place leaves him high and dry the Chinese peasant is at work again scratching the ground round the graves of his ancestors and hoped to get his harvest in before the turmoil comes his way again.

HOW THE "ST. RAPHAEL" SET OUT.

CAPTAIN HAMILTON'S FOREBODINGS.

NEARLY AN INITIAL SMASH.

A London paper to hand gives the following account of the start of the ill-starred *St. Raphael* on her attempt to cross the Atlantic from England.

Colonel Minchin and Captain Leslie Hamilton, both famous flying men were the pilots and they had as passenger the ex-governor Princess Lowenstein-Wertheim, the English widow of a German prince. The aeroplane was sighted by an oil tanker the *Josiah Macey* 800 miles from Ireland and that was the last seen of it. The special correspondent of our contemporary states:—

I was the last to shake hands with Colonel Minchin and Captain Leslie Hamilton when they left Upavon, Wilts, to fly to Ottawa, and of all the crowd assembled to watch the departure, I was perhaps the only one to witness the narrow escape of the *St. Raphael* from crashing when it rose just over the sunken road.

It was to me that Captain Leslie Hamilton said:—

"This is a grim ordeal. It is terrible, terrible. I feel like someone starting for the unknown. It is grim, this waiting time."

Colonel Minchin remained perfectly calm. Captain Hamilton and the Princess showed signs of agitation.

Several times the Archbishop of Cardiff, who had blessed the machine, made to move off in the direction of his waiting car, but each time he was recalled by the Princess, who seized his hand and kissed his episcopal ring repeatedly.

Once or twice she held his candle as if seeking consolation.

"From The Other Side."

When I spoke to Captain Hamilton of the successful flights of other airmen, he smiled at me and replied: "Yes, but they came from the other side."

I spoke of the distinction earned by the fliers who crossed the Atlantic from East to West for the first time.

"It will be wonderful if it is a success," he said, "but—"

Colonel Minchin was terse.

"I would not start," he said, "if I did not think it would be a success."

I asked the Princess for a last message to the women of England before she set out. She said:—

"Tell them I am proud of the honour, and I pray that it will be an Englishwoman who will be first to cross the Atlantic from this side. I am confident, and I am unafraid."

"I have confidence in the pilot and in the machine."

"When do you expect to reach Canada?" I asked her.

"I cannot say," she said. "That is a matter for Colonel Minchin and Captain Hamilton."

For three days before the flight the *St. Raphael* was never outside its shed.

No Preliminary Test.

There was no preliminary test flight immediately before the start of the great adventure.

I inquired of Colonel Minchin why he was not going up for a preliminary testing flight. He simply shrugged his shoulders, and replied, "The machine is in perfect condition."

Actually the monoplane lay in a shed on the aerodrome ground until an hour and a half before the big flight began.

While we were talking mechanics were busy starting up the engine of the big monoplane. Its golden wings stretched out above our heads, its long white body facing the west.

The *St. Raphael* was fully loaded up with her 750 gallons of petrol. When the engine was started everything seemed in perfect condition.

"Seven hundred and fifty gallons is more than enough for our task," said Colonel Minchin, "and we have enough food supplies for the journey and emergency rations in case we have some unexpected adventure."

There was some talk of an escorting plane leading the flyers out towards the Atlantic.

This idea was abandoned at the last moment, and when the *St. Raphael* left she left alone.

The Princess crept into the interior of the machine. Colonel Minchin and Captain Hamilton climbed into the cockpit. The engine was raced, and then slowly the *St. Raphael* crept away into the mist.

(Continued on next Column.)

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Realising that anything might happen on the downs, I followed in a car. At first it was easy to keep up with the big plane, and it seemed to me that she would never rise. For a mile we went on in company towards the sunken road.

Then, when it seemed certain that the monoplane would crash into the road she lifted gracefully—but ever so slowly it seemed—just in time to clear the road.

Over towards the west she disappeared to reappear a minute later, heading back towards the aerodrome.

At first we thought that something had gone wrong but later we realised that it was merely a last farewell the aviators were taking of their friends on the ground.

At 7.32 a.m. the *St. Raphael* disappeared completely from our vision, swallowed up in the mists to the west of Upavon.



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FOUR OUTBREAKS SUBDUED: ALTITUDE IN DOUBT
DUE TO SHAKEN INSTRUMENT.

AVIATOR SLIPS LIKE COMET FROM SKY.

[By FRED R. NEEDY.]

Lieutenant Carlton C. Champion, Jr., battled mightily for his life thousands of feet in the skies recently, with his engine afire, and he won.

This navy aviator, a student at the post-graduate school at Annapolis, had gone aloft near Washington, D.C., in an effort to break the world's altitude record. He may have succeeded. He carried two barographs. One was destroyed by the fire, and the other, it is believed, was slightly affected by the vibration and the flames.

But if the mark it showed is correct—47,000 feet—Champion exceeded by nearly 7,000 feet the world's record "France" has held for two years.

Experts To Determine.

This will not be definitely known, however, until the bureau of standards has completed its inspection 36 hours hence.

With several pistons completely torn out of the nine-cylinder air-cooled engine, due, probably, to the lack of lubricating oil, Lieutenant Champion slid down from his high perch, where the temperature was about 90 degrees below zero, and made a forced landing in a corn field on the edge of Bolling field, whence the flight had started recently.

On the downward flight he battled with four separate fires in his engine. His remarkable pluck saved him.

Record Not Indicated.

After a hurried examination of the remaining barograph at the bureau of standards it was stated that an altitude of between 37,000 and 38,000 feet was indicated—considerably short of the world record of 40,820 feet. "This, however, is entirely unofficial, as it will require time to calibrate the instrument."

Should calibration, either because of damage to the barograph or otherwise, fail to substantiate Lieutenant Champion's claim he will not receive official credit for a new record.

By Lieut. C. C. Champion. My flight on which I reached an indicated altitude of 47,000 feet, shattering the world altitude record for both balloons and aircraft if the barograph registered correctly, was not undertaken by the navy as a "stunt" but to test out the latest equipment it is developing for high altitude work by navy aircraft.

A little before 7 o'clock, I took off from the air station field. Everything functioned perfectly. The plane climbed rapidly and smoothly for about 40 minutes.

Climb Made In Spirals. In climbing, I circled the field in spirals of increasing diameter until at a height of 30,000 feet I found a southwest wind to compensate for my forward speed. Flying directly into this wind I was able to continue climbing without making any very great advance over the ground.

Immediately after starting down I noticed that my altimeter indicated 47,000 feet.

When at some altitude I am confident I had never attained before, things began to happen so rapidly I cannot be sure exactly what took place. My first indication of trouble was a severe vibration in the plane. I immediately investigated everything within sight, from the cockpit.

The exertion incident to this told me I was not in full possession of my faculties, and immediately opened the emergency valve on the instrument board which admits large volumes of oxygen from a separate tank to the mouthpiece. This seemed to do no good, and I found myself in various unusual positions, first with the plane headed straight upward and then straight downward.

For while I was not aware what happened, and cared little so long as I knew I was descending rapidly, I then realized there was a very severe vibration throughout the entire plane, and that the oxygen mouthpiece was hanging by the rubber tubes in the cockpit. I can only assume that the first shock of vibration, or my movement in inspecting the plane, had pulled the mouthpiece away from me and that therefore neither the service nor the emergency oxygen was reaching its destination.

Oxygen Restores Flier.

I managed to get the mouthpiece back through the helmet into my teeth. A big blast from the emergency oxygen supply quickly restored me to normal. I then discovered that the vibration was much more severe than I had realized, and that there was a fire around the engine. A violent side-slip, followed by a dive, blew out the fire. At that time, I was at an indicated altitude of 38,000 feet. The dive nearly proved the undoing of the whole performance, as the vibration in the engine, driven by the propeller acting as a windmill, seemed as if it would tear the engine from its mountings.

With the fire out and the gas supply shut off at the tank I was able to take stock again. The whole plane continued to vibrate badly, but to fly normally. At least the controls were working satisfactorily. After that experience I glided toward the field as slowly as I deemed necessary to minimize the vibration.

Fire Put Out Again.

Immediately thereafter the engine again caught fire. I was forced to repeat the side-slip and diving, and again put out the fire. But the resultant vibration was so great that something else in the engine mounting evidently carried away. What was left of the engine seemed to sag and sway in a most disturbing fashion. With the engine gone, the plane would have been so badly unbalanced it would have spun down tail first.

In the vicinity of 18,000 to 20,000 feet fire broke out again in the engine section. It was apparent no further diving could be done. I side-slipped as violently as possible and kept the fire away from the plane until it apparently had burned itself out.

In the side-slip I was losing altitude rapidly and I hoped to be able to get the plane to earth without abandoning it to its own devices. After losing several thousand feet I again straightened out with the intention of making some distance toward the field. In flight the fire I had had to ignore my position entirely, and had got some distance from my landing place.

Immediately after straightening out fire again broke out with the greatest violence it had shown. It was evident that combustion of hot lubricating oil spilled from the damaged engine was the cause. I still had 10,000 feet altitude to lose. I tried in vain to blow the fire out or to keep it clear of the upper wing by side-slipping.

Danger Faced Out.

Finally I decided it would be impossible to bring the plane safely down, so I loosened my safety belt and prepared to jump. It occurred to me, however, that the altimeter had indicated an altitude attained, a record I wanted to bring back. As the fire was confined to the engine section and as there was no great urgency in leaving the plane at that instant, I decided to try other means of blowing out the fire, even at the expense of losing the engine, and the tail spin certain to follow.

I therefore continued to side-slip and allow the nose to drop, changing the side-slip to a dive. Using the speed so gained, I was able to pull the nose to virtually a vertical position, from which the plane slid down tail first.

Nothing but the excellent flying characteristics of the Wright "Apache" and the perfect control at all altitudes and speeds, made it possible to do this without a snap stall, which would have thrown the engine out.

With the plane travelling backward and away from the engine, the flames were blown away from all parts of the structure. At the same time this series of maneuvers resulted in an extremely rapid loss of altitude. At the end, the fire was out, due perhaps to the exhaustion of combustible material. I also was fortunate in finding myself near the landing field so I could make a normal landing in a small patch of cultivated ground at the end of the regular landing area.

Upon inspection of the plane, immediately after landing, I was forced to conclude there had been some interruption in the lubricating oil supply.

Seven cylinder heads were completely missing, as were the pistons and connecting rods from the cylinder. The two remaining cylinder heads were badly cracked and the pistons and rods missing. The rear end of the engine and such parts as remained around it were badly damaged, showing that the parts which were lost had left with great violence.—Oregonian.

HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. E. D. C. WOLFE, CAPTAIN SUPERINTENDENT OF POLICE.]

CHINESE COMPANY.

Constable R. 37 Chow Ching Chiu is commended by the C.S.P. for intelligent action on September 21st in connection with a case of suspected kidnapping, which resulted in two girls being restored to their parents.

MOTOR CYCLIST SECTION (FLYING SQUAD).

The following members of the Flying Squad have been passed out as efficient in Part I, and will commence Part II of Training Course on Tuesday, October 18th:—

L/Sergts. R. 201 Chao Hing Ki and R. 310 P. O. Peuster; and Constables R. 304 A. B. Hamson, R. 309 R. Young, R. 320 J. Kotwall and R. 335 H. Wittenbach.

All other members of the Flying Squad will parade in mufti at the Central Police Station on Wednesday, October 12th, at 5.15 p.m. sharp for Squad Drill under Sergt. R. J. Hunt.

The weekly instructional patrol of the Hong Kong Section will start from Central Police Station at 5.15 p.m. sharp on Thursday, October 13th.

GENERAL.

Police Training School. Classes for instruction in Part II of training course will be held at the Police Training School under Inspector H. J. Paterson on Thursday, October 13th, and Tuesday, October 18th, commencing each evening at 5.30 p.m. sharp.

Recruits.

All recruits of both the Chinese and Indian Companies will parade in mufti at the Central Police Station for Squad Drill and Rifle exercises under Sergt. R. J. Hunt on Thursday, October 13th, and Tuesday, October 18th. Fall in at 5.30 p.m. sharp.

(Sgd.) F. C. Mow Fung, A.S.P. (R.), Acting Adjutant.
Hong Kong, October 11th, 1927.

AUSTRALIA AND EMPIRE TRADE.

CALL FOR ACTIVE DEVELOPMENT POLICY.

CURE FOR TRADE DEPRESSION.

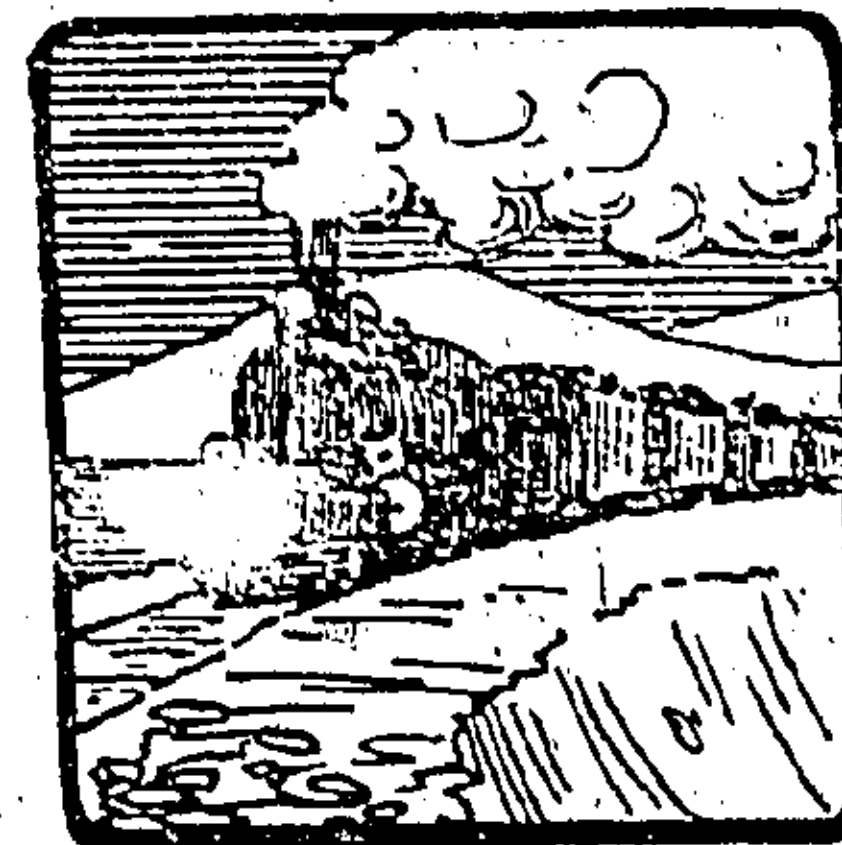
Mr. F. L. McDougall, the Australian representative on the Imperial Economic Committee and the Empire Marketing Board, addressed the 1927 Club at 38, Dufferin Street, E.C.4, on "Australia and the Empire." He said that the history of Great Britain's economic progress during the last century had been a record of increasing prosperity, largely due to the extent to which she had been able to assist the development of other countries. Through this co-operation in development, Great Britain had become the chief supplier of goods to constantly widening markets.

Today foreign competition severely limited the scope of such activity so far as foreign countries were concerned. The British Empire, however, afforded to Great Britain the opportunity for the continuance of her historic task and for the consequent recovery of her prosperity. The Dominions and many of the Colonies were capable of enormous development. In Australia, for instance, the application of the results of research would treble the present carrying capacity of land in many of the good rainfall districts, and might also be expected to treble her wheat yields. Such development must immensely increase the purchasing power of the Australian population.

The continuance of British export trade depression proved the need for an active Empire development policy. The official returns of the League of Nations showed that the post-war world depression was slowly passing away. Each one of Britain's industrial rivals was increasing its export trade, while British exports in 1927 were substantially less than in 1925. The most hopeful features in the British export trade returns were supplied by countries within the British Empire. So many people were benighted by the supposed market potentialities of huge masses of population that they could not realize that Australia was a better customer for Great Britain than the whole of the Far East or that the three Southern Dominions, with their 15,000,000 people, bought more British goods in the first six months of this year than the whole of the 207,000,000 peoples of foreign America.

In 1913 Australia bought 6 per cent. of Britain's exports; to-day she was buying almost 10 per cent. The fact that 8,000,000 Australians, 1,500th part of the world's population, bought a tenth of all that Great Britain had to sell overseas showed in the most effective way the actual importance of a comparatively small population, provided it maintained a high standard of living and preferred to buy British goods.

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AND
BUNKERS

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HOUSE,
TUGS &
LOCOS

THE KAILAN MINING ADMINISTRATION,
Head Office—TIENTSIN.

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THE HONG KONG & KOWLOON WHARF & GODOWN CO., LTD.

NOTICE IS HEREBY GIVEN that the Undermentioned Cargo at present stored in this Company's Godowns at Kowloon will be SOLD BY PUBLIC AUCTION unless CLEARED on or before the 31st INSTANT and/or the CHARGES in respect thereof PAID:

Lot.	Storer's name.	Date stored.	Cargo.
E34438	Nam Hing Yuen Hong	Sept., 1924	Ends white—420 Pkgs. Corr. Steel Bars.
E34624	do.	Nov., 1924	Ex-075—236 Bales Wire Shorts.
			H. L. Co.
E34625	do.	"	458 —22 Bales Paper
E39787	Eastern Agricultural Fertiliser Co.	June, 1923	W —345 Sks. Guano.
E39788	do.	"	W —107 Brls. Guano.
			BTK
E12572	Yick Tai & Co.	Nov., 1922	—250 Cases Beer.
			F
E16466	Oriental Overseas Co.	July, 1924	—30 Cases Cigarettes.
E16473	do.	Aug. 1924	—9 " "
F44944	do.	"	G —55 Bales Narcissus Bulbs.
E34192	Honshing Mercantile Co. Ltd.	June, 1924	n/m—223 Pkgs. Oil Wire, &c.
Var. Lots Colonial Trading Co.	Var. dates	CTO	—3,300 Casks Cement.
			F. H. CRAPNELLS, Acting Secretary
			Hong Kong, 5th October, 1927. [5413]

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PROHIBITION COLLAPSING?

ITS SUPPORTERS ALARMED.

"SCANDAL AND PUBLICITY."

WASHINGTON, October 4th. Campus bootlegging has grown to such proportions as to constitute a major educational menace at American universities, it was revealed to-day by national prohibition enforcement authorities.

Following requests by the officials in charge of several of the leading universities of the United States, who declared that they required assistance in dealing with the problem of drinking on the campus or vicinity, Prohibition Director Lowman to-day instructed prohibition administrators to use the national prohibition enforcement machine in every way possible to limit such cases and to suppress bootlegging to students.

It was learned that the university authorities have been struggling as best they could for a considerable time, striving to check the "rising tide of liquor" without recourse to the machinery of the law. They now feel, however, that the situation has grown to such proportions that scandal and publicity are preferable to continuation of the present trend.

Prohibition authorities declined to divulge names of the universities which are having the greatest difficulty, but it was understood that the list included some of the largest and best known in the country. (Continued at foot of next column.)

DEBIT BALANCE REDUCED.

HONG KONG & CANTON ICE MANUFACTURING CO., LTD.

PROFIT OF \$14,000 LAST YEAR.

The report of the above Company will be presented at the sixth ordinary yearly meeting to be held at the Company's office, 2, Lower Albert Road, on Saturday, October 22nd at noon.

The report states:—The profit for the year ending July 31st, 1927, amounted to \$14,280.42 which your Directors recommend deducting from the debit balance brought forward from last year, thus reducing the balance to \$27,003.06.

The Directors.

Two Directors, Mr. A. S. D. Cousland and Mr. Tang Kwan Shan resigned their seats on the board on leaving the Colony. Mr. E. M. Austin was invited to join the Board but resigned on leaving the Colony. Mr. J. J. Paterson, was also invited to join the Board. Mr. T. G. Weall and Mr. Ho Kom Tong retire by rotation but offer themselves for re-election.

The accounts have been audited by Messrs. Percy Smith, Seth and Fleming who offer themselves for re-election.

Authorities are said to feel that other current difficulties, such as excessive "petting" and automobile parties, are linked closely with the liquor problem.—United Press.

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"THE CORDAGE YOU CAN TRUST."

MARINE ROPE ESTABLISHED 1834 ROPES OF ALL SIZES FOR ALL PURPOSES

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MANILA

MADE FROM PURE MANILA HEMP

MANUFACTURED BY THE MOST MODERN MACHINERY

STOCKS ON HAND OF ALL SIZES ENQUIRIES SOLICITED.

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THE "QUAINTS"

OPENING PERFORMANCE: TUESDAY, Oct. 18th, and on WEDNESDAY, Oct. 19th, at 9.15 p.m.

The Great Apollo Theatre, London Success

"OH JOY!"

Mr. C. B. COCHRAN'S latest Musical Success from the London Pavilion

"ONE DAM THING AFTER ANOTHER."

THURSDAY, 20th Oct.
FRIDAY, 21st
SATURDAY, 22nd

BOOKING NOW OPEN AT S. MOUTRIE & Co., Ltd.

Prices:—\$4, \$2 & \$1.

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Prices ranging from Two Dollars upwards.

The Exhibition will be Open from 9 A.M. to 5 P.M.

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KOMOR & KOMOR
ART & CURIO EXPERTS. St. George's Building.

Some of these Water Colours will provide EXCELLENT CHRISTMAS GIFTS.

After a warm and tiring day—there is nothing so refreshing as

OUR TOILET EAU DE COLOGNE.

Very Special Offer \$1.25 per large bottle.

Look in at

THE QUEEN'S DISPENSARY,
(Next to Whiteaway, Laidlaw),
22, DES VORUX ROAD CENTRAL.
Tel. No. C. 492.

FLEEING FROM WAR AND POVERTY.

MIGRATION TO MANCHURIA.

10,000 A MONTH.

MOVEMENT HAS NO POLITICAL SIGNIFICANCE.

The greatest migration in the world to-day, equal, says the *Daily Mail*, to the great movement of peoples from Europe to the United States when that movement was at its height, is taking place into the vast unsettled plains of Manchuria. This year almost a million new settlers, fleeing from poverty and war, will move from over-populated and war-ravaged Shantung and Chihli into the "Last West" of North Manchuria.

Through the ancient gateway in the Great Wall at Shanhaikwan and through the modern port of Dairen are pouring a great multitude, 10,000 a month. The Governments of the Manchurian provinces are giving great assistance to the migration. Railways are charging only a nominal amount for transportation to the able immigrant and providing free passage for men and women over 50 years old and to all children under 10.

The newcomers, as a rule, head for the territory lying along the undefined border of Inner Mongolia, where a strange situation is being brought about by them. In many cases they acquire crop-sharing leases on land owned by the various Princes of Mongolia, but while living on Mongolian-owned soil they are under Chinese jurisdiction, and where they settle become Chinese territory.

The migration is accompanied by many tragedies. Once the railways and the free travel are left behind the old begin to perish from the hardships of the journey, the trails of the newcomers being marked by thousands of graves of those who have given up.

Many of the migrants find the burden of caring for their children, especially for the babes in arms, too much. Babes are deserted and left behind in the larger towns. One favourite way of disposing of a baby so that it cannot be overlooked is to wrap it in many folds of newspapers or rags and drop it on the station platform as the train pulls out.

Not Political.

Commenting on this extraordinary migration of Chinese to the north, beyond the Great Wall, to the sparsely settled lands along the Mongolian and Manchurian marshes the *Manchester Guardian* says it would be easy, though wrong, to assume that this migration has a political complexion and illustrates a Chinese peasant preference for the rule of Marshal Chang Tso Lin, now that "north" and "south" have become with us synonymous for Chang Tso Lin and the awkward body of the Nationalists. The bulk of the migration, however, is from one part of Chang Tso Lin's dominions to another, from Shantung and Chihli to the ends of the branch lines of the Manchurian railways and beyond. It would be as mistaken to attribute this migration to a political preference as to assume that the other migration, over the Manchurian frontier into Russian Siberia, shows a Chinese preference for Russian Communism as against Manchurian Individualism. Every year there is a huge migration of Chinese peasants into Siberia, but its character is not altogether unlike that of the Irish hay-makers who used at the appropriate season to flood the English countryside. These Chinese immigrants settle for the summer in the towns along the Siberian railway and supply the townspeople with fresh vegetables, cultivating allotments in a far more efficient manner than Russians can ever bring themselves to use. When the snow comes down in the autumn they return with their earnings, and it is said that the Manchurian officials make a handsome income out of swelling for their private benefit the official fees for stamping papers of egress and entry at the frontier. A fair number of them every year go farthest west, even as far as Moscow, where they establish themselves and settle down in laundry and similar business.

The whole affair is quite without political significance, and neither the doctrine of Lenin nor the personality of Chang Tso Lin has anything to do with it. These Chinese peasants migrate with the sole object of earning a living. The Manchurian migration is of similar character, and it has steadily increased with the development of the Manchurian railways. Shantung and Chihli are overpopulated.

(Continued on next Column.)

AMERICA'S FAR EAST TRADE.

INCREASE LAST YEAR.

SOME BIG FIGURES.

WASHINGTON, Sept. 18th. Exports from the United States to the Far East during the fiscal year 1925-26 show a gain of \$81,250,000 or about 8 per cent. over that of 1924-25, according to J. H. Nunn, Regional Information Division, Department of Commerce. Imports, however, declined almost 13 per cent. to \$1,225,480,000, largely because of lower prices in raw silk, crude rubber, sugar and jute products.

During 1927 approximately 70 per cent. of the United States exports to the Orient consisted of seven products; raw cotton valued at \$153,115,000; mineral oils, at \$97,476,000; automotive products, at \$88,582,000; machinery at \$74,272,000; iron and steel, at \$53,045,000; tobacco products, at \$39,240,000; and lumber, at \$26,000,000. In contrast raw and manufactured silk, crude rubber and jute products made up practically 64 per cent. of the total value of imports.

Five countries, Japan, Australia, China, as a whole, the Philippines and India, accounted for 88.6 per cent. or one per cent. more than last year of our total exports to the Far Eastern countries. These five countries also supplied 63.5 per cent. of the total Oriental products imported, the remainder being furnished by New Zealand and the rubber, tea, spice, coffee and tin-producing countries.

China's Big Increase.

With the exception of China, Japan and the Philippines there was a reduction all along the line in the import trade. China showed the largest increase in sales to the United States while the rubber-producing countries incurred the heaviest losses. Since each Far Eastern country, however, except Australia, New Zealand, Siam and Indo-China, sold the United States more than it bought, the combined net balance in their favour aggregated \$705,337,000. This was, however, \$231,830,000 less than in 1925.

Position Of Japan.

Japan's position among the Oriental countries in connection with American commerce remained unchanged. During 1927, Japan bought nearly twice as many automobiles and trucks as during the previous year, 45 per cent. more raw cotton; 23 per cent. more gasoline; and increased the value of iron and steel products 21 per cent. These advances also exceeded smaller reductions in other important staples and tended to raise the total exports of the United States to Japan from \$254,101,000 to \$267,401,000, an advance of \$13,300,000, or 5.2 per cent.

In 1926 or total exports from the United States to China was \$125,052,000, compared with \$119,529,000 or 5 per cent. over the 1925 fiscal period. Gains were noted not only in Hong Kong due to settlement of the blockade difficulties last October, but in China Proper and in Kwangtung as well.

Trade with the Philippines held its own well. The islands bought 70 per cent. more automotive products, which, added to general increase in a number of the important commodities, advanced the total United States exports to the Philippines by 4 per cent. to \$66,821,000. Imports also showed an increase of 1.5 per cent.—*Manila Times*.

There is not enough land to go round, and the result is an annual migration into districts where there is an eager demand for agricultural labour. A large proportion of these migrants than of those into Siberia settle down, and it has for some time been the policy of the Chinese to encourage this settlement, not only to relieve distress within the Great Wall, but to strengthen the Chinese hold on the country beyond it.

The migrants themselves, however, are quite without conscious political intention. Indeed, more remarkable than the migration is the persistence in their homes of those who do not migrate. It would seem that after sixteen years of civil war the Chinese have become as indifferent to it as the dwellers on the slopes of a volcano become to the smoky threat above their heads.

This is due probably to the size of the country. Not even the combined efforts of bandit warlords and squabbling Nationalists can disturb it all at once, and the moment the tide of war in any place leaves him high and dry the Chinese peasant at work again scratching the ground round the graves of his ancestors and hoped to get his harvest in before the turmoil comes his way again.

(Continued on next Column.)

HOW THE "ST. RAPHAEL" SET OUT.

CAPTAIN HAMILTON'S FOREBODINGS.

NEARLY AN INITIAL SMASH.

A London paper to hand gives the following account of the start of the ill-fated *St. Raphael* on her attempt to cross the Atlantic from England.

Colonel Minchin and Captain Leslie Hamilton, both famous flying men were the pilots and they had as passenger the sexagenarian Princess Lowenstein-Wertherin, the English widow of a German prince. The aeroplane was sighted by an oil tanker the *Josiah Macy* 500 miles from Ireland and that was the last seen of it. The special correspondent of our contemporary states:—

I was the last to shake hands with Colonel Minchin and Captain Leslie Hamilton when they left Upavon, Wilts, to fly to Ottawa, and of all the crowd assembled to watch the departure, I was perhaps the only one to witness the narrow escape of the *St. Raphael* from crashing when it rose just over the sunken road.

It was to me that Captain Leslie Hamilton said:—

"This is a grim ordeal. It is terrible, terrible."

"I feel like someone starting for the unknown. It is grim, this waiting time."

Colonel Minchin remained perfectly calm. Captain Hamilton and the Princess showed signs of agitation.

Several times the Archbishop of Cardiff, who had blessed the machine, made to move off in the direction of his waiting car, but each time he was recalled by the Princess, who seized his hand and kissed his episcopal ring repeatedly.

Once or twice she held his cassock as if seeking consolation.

"From The Other Side."

When I spoke to Captain Hamilton of the successful flights of other airmen, he smiled at me and replied, "Yes; but they came from the other side."

I spoke of the distinction earned by the fliers who crossed the Atlantic from East to West for the first time.

"It will be wonderful if it is a success," he said, "but—"

Colonel Minchin was terse.

"I would not start," he said, "if I did not think it would be a success."

I asked the Princess for a last message to the women of England before she set out. She said:—

"Tell them I am proud of the honour, and I pray that it will be an Englishwoman who will be first to cross the Atlantic from this side. I am confident, and I am unafraid."

"I have confidence in the pilot and in the machine."

"When do you expect to reach Canada?" I asked her.

"I cannot say," she said. "That is a matter for Colonel Minchin and Captain Hamilton."

For three days before the flight the *St. Raphael* was never outside its shed.

No Preliminary Test.

There was no preliminary test flight immediately before the start of the great adventure.

I inquired of Colonel Minchin why he was not going up for a preliminary testing flight. He simply shrugged his shoulders and replied, "The machine is in perfect condition."

Actually the monoplane lay in a shed on the aerodrome ground until an hour and a half before the big flight began.

While we were talking mechanics were busy starting up the engine of the big monoplane. Its golden wings stretched out above our heads, its long white body facing the west.

The *St. Raphael* was fully loaded up with her 750 gallons of petrol. When the engine was started everything seemed in perfect condition.

"Seven hundred and fifty gallons is more than enough for our task," said Colonel Minchin, "and we have enough food supplies for the journey and emergency rations in case we have some unexpected adventure."

There was some talk of an escorting plane leading the fliers out towards the Atlantic.

This idea was abandoned at the last moment, and when the *St. Raphael* left she left alone.

The Princess crept into the interior of the machine. Colonel Minchin and Captain Hamilton climbed into the cockpit. The engine was raced, and then slowly the *St. Raphael* crept away into the mist.

(Continued on next Column.)

AT THE **QUEEN'S** TO-DAY ONLY 2.30, 5.10, 7.15 & 9.20.

POLA NEGRI

IN

FLOWER OF NIGHT

The romance of a flaming Spanish belle in the lawless days of '49, written specially for the star by

JOSEPH HERGESHEIMER

AT THE **WORLD** TO-DAY AT 5.15 & 9.20 ONLY.

WESLEY BARRY

IN

THE COUNTRY KID

A PICTURE FOR YOUNG AND OLD

At 2.30 & 7.15

Chinese Drama—"Man Lee Chum."

AT THE **STAR** TO-DAY ONLY Continuous from 2.30 to 11.15.

MAE MURRAY

IN

JAZZMANIA

WITH

ROD LA ROCQUE & ROBERT FRAZER

The unusual story of a queen in love with jazz.

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Realising that anything might happen on the downs, I followed in a car. At first it was easy to keep up with the big plane, and it seemed to me that she would never rise. For a mile we went on in company towards the sunken road.

Then, when it seemed certain that the monoplane would crash into the road she lifted gracefully—but ever so slowly it seemed—just in time to clear the road.

Over towards the west she disappeared to reappear a minute later, heading back towards the aerodrome.

At first we thought that something had gone wrong but later we realised that it was merely a last farewell the aviators were taking of their friends on the ground.

At 7.32 a.m. the *St. Raphael* disappeared completely from our vision, swallowed up in the mists to the west of Upavon.

CANTON AND THE
2nd ROUTE ARMY.STATEMENT OF POLICY
TO-DAY BY OFFICERS.

REPUBLIC DAY POLITICS.

(FROM OUR CHINESE CORRESPONDENT.)

The officers of the 2nd Route Army who recently returned to Canton from Hankow will be hosts to representatives of public organisations in Canton to-day. (Wednesday), when a long statement concerning the present position and policy of the troops in Canton will be made.

General Wong Shiu Hung a Kwangsi general, is said to have left Canton. He was a supporter of Li Tsai Hsin and his departure gave rise to reports that his chief had left for an unknown destination.

Canton was again under military vigilance yesterday, following a misunderstanding between troops on the East Bund in the afternoon. The origin of the trouble was, trivial, but the incident was sufficient to cause another search for arms and a suspension of business in Government offices.

The troops of the 2nd Route Army in Canton City have taken over the guarding of the Chinese Section of the Canton-Kowloon Railroad.

Individual commanders of troops in Canton and districts are being asked by the Commissioner of Reconstruction, on behalf of the Postal Authorities, not to interfere with the mail or parcels on transit.

The headquarters of the Army of the 5th Route in Kwangtung is to be moved from Waichow City to Swatow, from which place the work of hunting down "Reds" in the Eastern Districts will be directed.

The members of the Mechanics Union which has always been anti-Red are very much alarmed at the prospect of the extremists regaining power in Canton. They are assiduously cultivating the friendship of the men of the 2nd Route Army and it has been suggested that they should share their October wages with the troops. The gift of a lump sum to the Army from the Union of anything from \$150,000 to \$300,000 has also been mentioned.

GENERAL HO LUNG
CAPTURED?

Swatow press despatches to the Chinese newspapers say that General Ho Lung, one of the two "Red" commanders who recently took Swatow, is now a captive in the hands of the Cantonese Army. So far no details have been given.

REPUBLIC DAY RESOLUTIONS.

Taking advantage of the holiday demonstrations in connection with the Chinese 16th Republican Anniversary the followers of Mr. Wang Ching Wei succeeded on Monday in introducing at a patriotic meeting in Canton a resolution inviting Mr. Wang to return from Kiangsi to Kwangtung to take over the leadership of the party here. No discussion of the resolution was possible. It was simply read to the mass who accepted it with acclamation as expected.

The Left Wing of the Kuomintang at Canton, on the same day also put before a mass meeting of workers and students five other resolutions which were likewise passed. They call for a reorganisation

(Continued on next column.)

SWATOW NORMAL.

(NAVAL WIRELESS.)

Swatow, October 10th.
There has been no further development of the English Presbyterian hospital incident, and the situation is normal.

RAGGED RED TROOP.

ARRIVE AT SHAIKUIWAN BY
JUNK.

TO BE SENT TO CANTON?

Clad in nondescript garments, about 100 refugees arrived by junk at Shaikuiwan early yesterday morning, and caused quite a flutter in police circles, until enquiry ascertained who they were.

Their appearance denoted that they had belonged to some armed force, as most of them had a few remnants of equipment.

It was ultimately ascertained that they had formed part of Swatow's Red Army commanded by Generals Yieh Ting and Ho Lung, and they were forced to flee recently in a junk which they commandeered at Swatow.

The local police took them into custody and they are being detained at Police Headquarters until a decision is reached as to their disposal.

This matter was to be considered last evening, and it was thought in official quarters that the men would probably be shipped to Canton.

FRENCH CONVENT.

ANNUAL SALE OF WORK.

OPENING TO-DAY BY MRS.
SOUTHERN.

The annual sale of work will be opened at the French Convent, Causeway Bay, to-morrow (Thursday), at 10 a.m. by Mrs. Southern.

This sale is always well patronized each year, because of the fine display of wonderful embroidery work of all kinds, and linen and woollen articles for personal wear and household use. This year a special effort is being made to make the sale even more attractive than usual, as the second centenary of the Missionary Work of the Order in various parts of the world is being celebrated.

The proceeds of this sale go towards the support of the large number of orphans and incurables maintained by the Institution, and so all who patronize to-morrow's sale will be assisting a most deserving work of charity.

In addition to the Sale of Work there will be many attractions, such as raffles, various games, a cinema show (9 p.m.), dancing display by the pupils, etc. For the children there will be a fine assortment of toys, and for the gentlemen a raffle for one of Messrs. A. S. Watson & Co's Hampers, with other prizes.

of the party clubs and branches in Kwangtung; ask that only real "Reds" be persecuted; condemn the Special Committee administration in Nanking as illegal and propose the early call of the fourth conference of the Kuomintang Party; reiterate the Kuomintang policy to labour for the interests of workers and farmers, and ask for the elimination of corruption in officialdom.

Another union leader, Mr. Ng Tze Hong, of the Seamen's in Canton, was murdered on the Tsing Maloo last Sunday evening. The two murderers got away, leaving the Police to send the victim to hospital and make a report.

THE TWO BIG
GODOWN COMPANIES.

WHY NOT AMALGAMATE?

SUGGESTION BY A SHARE-
HOLDER.

(TO THE EDITOR OF THE "HONG KONG DAILY PRESS.")

Sir,—Since it must take some time for the trade of this port to revive and regain its former state of prosperity, I think it was a great mistake for the China Provident Loan and Mortgage Company to open its own office. I am afraid the results will not be so rosy as anticipated, and besides the reduction of 50 per cent. in the capital value of the shares of the Company seems arbitrary and unfair to those shareholders, who paid \$15 and upwards for their shares. Why not keep these shares at \$10 their original value? Let them decline in value and rate them at \$5, in accordance with the Company's losses, if necessary.

When trade revives, and when all the Company's valuable properties improve in value, shareholders may live to see their shares quoted at \$10 again. But, things are not as hopeless as they seem, and the unexpected always happens.

We all know that, now and for years to come, there will be no room in the Colony for cut-throat competition between our two big Godown Companies, and in the interests of shareholders, and from a purely business point of view, I believe that the wisest and wisest policy would be for the shareholders of the Kowloon Wharf and Godown Co., Ltd., and the China Provident Loan and Mortgage Co., Ltd., to seek for their mutual advantage and work for the early amalgamation of these two companies.

Not only would business increase and prosper under the experienced and able management of the combined staffs, but concentration under one centralized management would certainly mean satisfaction to customers and bigger dividends for shareholders.

Now is the time and opportunity to work for amalgamation, and I hope the shareholders of both Companies will bestir themselves.—Yours truly,

SHAREHOLDER.

Hong Kong, Oct. 11th.

CONSTABLES AND
HAWKERS.ONLY FORMAL EVIDENCE AT
YESTERDAY'S HEARING.

Mr. R. E. Lindsell's Court at the Central Magistracy yesterday, H. A. Cleghorn, sailor of the U.S.S. *Canopus* pleaded not guilty to a charge of stealing a gold wrist watch from a jeweller's shop in Des Voeux Road Central on Monday afternoon.

A shop employee stated that defendant was examining some watches when he suddenly ran away with one. A hue and cry was raised and defendant was stopped by Sergeant Heywood. The watch was found on the ground.

Questioned by an officer from the vessel, who watched the case on behalf of the defendant, witness said that a gold watch chain shown him was purchased by the defendant in the morning. The officer submitted that witness had stated a little while before that no purchase was made in the morning. The man's evidence was contradictory and could not be relied upon.

His Worship said that possibly the witness meant that defendant did not buy anything when he visited the shop in the afternoon. It was pointed out that the defendant could not have visited the shop in the morning, as ship rules prevented men leaving the vessel until after 1 p.m.

His Worship convicted the sentence being one month's hard labour.

An application made by the officer for suspension of sentence was refused.

CHINESE SWINDLED BY
"OLO FRIEND."A PASSAGE TO THE UNITED
STATES.WAIT FOR AN "IMMORTAL
HOUR."

One Ma Piu, who had only recently returned from America, had his faith in mankind somewhat shattered by what his "olo friend," So Cheung did to him.

Ma was a confiding old chap and trusted everyone he met. When he ran across So Cheung, he was only too pleased to shake his old pal by the hand and freely expressed his delight in meeting him and having a chance to talk over old times. Accordingly, they wended their way to a teashop.

While sipping the soothing beverage, Ma told Cheung that he wanted to return to the States, and there would not be any difficulty as he held a return pass from the U.S. Authorities. Cheung replied that it would be the best thing for his friend to go back to America, as China was in such a chaotic state that no money could be earned here. To show his friend that he really meant well, he offered to secure the passage for Ma. Cheung said that he stood well with a certain steamship company and could get a big reduction. Instead of the usual stevedore fare of \$240, Cheung offered to get it for \$180.

Ma willingly handed the money over together with his passport and thanked his friend profusely for his kindness. Cheung promised to return in an hour's time, but that hour was a mighty long one even for a Chinese, for Ma did not see him again until Monday night, when he lost no time in getting the assistance of a constable to place Cheung in a place where he could not play truant again.

U.S. SAILOR'S THEFT.

RUNS AWAY WITH A GOLD
WATCH.

ONE MONTH'S "HARD"

Before Major C. Willson at the Central Magistracy yesterday, H. A. Cleghorn, sailor of the U.S.S. *Canopus* pleaded not guilty to a charge of stealing a gold wrist watch from a jeweller's shop in Des Voeux Road Central on Monday afternoon.

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His Worship convicted the sentence being one month's hard labour.

An application made by the officer for suspension of sentence was refused.

CORRESPONDENCE.

AN ACKNOWLEDGMENT.

(TO THE EDITOR OF THE "HONG KONG DAILY PRESS.")

Sir,—The President and Committee of the Hong Kong Women's Guild and Ministering Children's League desire to thank you most heartily for all your kind help given to "Fund of the Fair." They fully appreciate how much the success of the fête was due to the generous publicity given through the Press by notices and advertisements. Again with many thanks.—Yours faithfully,

MARY KING.

Hon. Gen. Secretary.
Hong Kong, October 11th, 1927.

"FLOWER OF NIGHT."

POLA NEGRI AT THE
QUEEN'S.

(BY OUR FILM CRITIC.)

"Flower of Night" was specially written for Pola Negri and is the story of a beautiful young Spanish aristocrat's love for an American. The scene is laid in California in 1888 which gives an opportunity for picturesque costume. Carlota y Villalon is the last of an ancient house whose source of income, the Flor de Noche gold mine, has been taken from them by dishonest company promoters. Carlota wears of the restraint and poverty of her father's house and falls in love with the profile of the American engineer. The rest of the story tells of her desperate attempts to win his love which lead her into dangerous and compromising situations. Miss Negri is a clever actress and played her part of a cunning girl with considerable skill, but we did not feel that "Flower of Night" made an altogether satisfying picture. It seemed to have no very definite aim, being neither comedy, drama nor tragedy, and a good many of the incidents were too familiar to redeem the interest of the story. Yet there seems no reason why with the material this should not have been an outstanding film, for there was an opportunity for fine character study, emotional acting, and a story which would have been interesting from the clash of two temperaments. However "Flower of Night" is quite a good film and forms part of a good entertainment. The Gaumont is of unusual interest and shows English News Items, while the comedy is one of the best we have seen for some time. Numa Lion is the star in a quickly moving curtain raiser which is well acted all through.

SAIGON RICE MARKET.

DROP IN PRICES: GOOD
PROSPECTS FOR NEW
CROP.

The Compagnie de Commerce et de Navigation d'Extrême-Orient in their report dated Saigon, October 8th, state:—

Our market continues very weak and the prices have dropped.

The prospects concerning new crop, however, are at present good. Quality—Owing to the rainy season having started early this year, viz., end of March/beginning of April, the end of the crop has been in bad condition, with the result that the percentage of yellow grain is abnormal this year.

Under these conditions the Association des Exportateurs Français de Riz de Saigon, the "Syndicat des Exportateurs de Riz et Produits Divers" and the representatives of the Chinese rice merchants met on September 15th and agreed that the following percentage of yellow grain will be allowed for shipment made at this port up to December 31st, viz:—

White Saigon rice No. 1 long or round 95 per cent, not more than 3 per cent. yellow grain.

White Saigon rice No. 2 Japan quality 40 per cent, not more than 4 per cent. yellow grain.

White Saigon rice No. 2 Java quality 50 per cent, not more than 5 per cent. yellow grain.

The total amount of rice exported from January 1st to September 30th, 1927, is 1,174,934,350 tons against 1,104,371,793 tons in 1926. We quote to-day white Saigon rice No. 1 25 per cent. broken 80.75 Hong Kong \$6.75 round grain. White Saigon rice No. 1 134 lbs. f.o.b. Saigon; yen 20.14 per cwt. f.o.b. Saigon; yen 7.10 per picul of 134 lbs. f.o.b. Saigon. White Saigon rice No. 2 134 lbs. f.o.b. Saigon; yen 19.85 per cwt. f.o.b. Saigon; yen 6.80 per picul of 134 lbs. f.o.b. Saigon. For October-November shipment.

THE MODERN WAY

If you're not a
"stock" size . . .

Maybe you've hesitated to test The "New Tailoring" because you feel that it is only intended for men with "standard" figures. Which it certainly isn't. The system of sizes and fittings is all-embracing. If you are on the tall side or on the short—if you are slimmer than the average or your waist measurement rather more than thirty-six—The "New Tailoring" will bring you into that fortunate circle of men who are able to get a perfect fit, first time. As you can prove by seeing yourself in the suit which both fits and suits you—before you decide on it.

LOUNGE SUITS Savory Suitings in shades of
Brown, Grey, Blue, and Heather Mixtures.

CALL AND TRY ONE ON.

OF SUIT BUYING

LANE,
CRAWFORD, LTD.

THE "NEW TAILORING" SPECIALISTS.

Columbia
New Process RECORDS

This Month's Outstanding Records

Unique Series of Declamatory Record
Illustrating "TRAINING FOR SPEAKING"

4394 The Student's Dilemma (A. W. C. Prof. PAUL BERTON)
The Hindu's Paradise (A. W. C. MARGARET LITTLEFAIR)
Castles in the Air (S. O. W. W. WINIFRED GAIN)
4395 Girls (Dorothy Turner) ... BROWNIE REES
As You Like It—Rosalind's Speech, MARGARET
Act III, Scene V, (Shakespeare) LITTLEFAIR
4396 Twelfth Night—Gordon Bearn, WINIFRED GAIN
Dulcote, Olivia and Viola, and (Olivia)
Act III, Scene I, (Shakespeare) BROWNIE REES
Richard II—Speech of John of Gaunt, SIDNEY O.
Act II, Scene I, (Shakespeare) HARRIS
4397 Tartuffe—Deuxième Scene du Mlle. OLGA D'AYE
Troisième Acte (Molière) COURT and
In French ... Prof. PAUL BERTON

ANDERSON MUSIC CO., LTD.
St. George's Building, 102 House Street, C. 1322.UNIQUE CHRISTMAS CARDS
AND GIFT BOOKS.

UNIQUE CHRISTMAS CARDS AND BEAUTIFUL GIFT BOOKS, WHICH CANNOT BE DUPLICATED ELSEWHERE BECAUSE THEY WERE THOUGHT OUT FOR YOU BY THE PRESS OF KELLY & WALSH.

THE HAN MIRROR CHRISTMAS CARD
THE SILHOUETTE CHRISTMAS CARD (22 Per Set of Six)
THE KIEN LUNG SNUFF BOTTLE CHRISTMAS CARD
THE LACQUER BOX CHRISTMAS CARD
THE JADE CHARM CHRISTMAS CARD
THE JUNK CHRISTMAS CARD

These Cards are Dainty—Delightful—Different, with over One Hundred Fine Inset Prints to Select from.

Prices: \$3.50 per doz.

GIFT BOOKS THAT WILL LIVE
TO BE A KEEP SAKE.

SHANGHAI OF TO-DAY
A Souvenir Album of Thirty-eight Vandyck Prints ... \$6.00
SIX LITHOGRAPHIC IMPRESSIONS OF CHINA
by KENT ORANE ... 20.00
THE GRANDEUR OF THE GORGES
Fifty Photographic Studies by DONALD MENNIE ... 30.00
THE PAGEANT OF PEKING
Sixty-six Vandyck Photographs from Photographs by DONALD MENNIE ... 40.00
CHINA IN SIGN AND SYMBOL
by LOUISE ORANE with 100 Illustrations in Colours ... 17.50
CHINESE JUNKS AND OTHER NATIVE CRAFT
by IVON A. DONNELLY. 60 Illustrations ... 6.50
HONG KONG
ITS BEAUTY AND ROMANCE with 24 Photographs
Illustrations ... 5.00

TWO ORIENTAL CALENDARS:

THE CHINESE JUNK CALENDAR FOR 1928 ... \$2.00
THE CHINESE SCROLL CALENDAR FOR 1928 ... \$2.00

KELLY & WALSH, LTD.
The Bookshop, Chater Road.

NEW ADVERTISEMENTS.

CHINA UNDERWRITERS, LIMITED.
(INCORPORATED IN HONG KONG)

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at ST. GEORGE'S BUILDING, CHATER ROAD, VICTORIA, in the Colony of Hong Kong, on MONDAY, the TWENTY-FIRST DAY OF NOVEMBER, 1927, at 12 O'CLOCK NOON, for the purpose of considering, and, if thought fit, approving the draft New Memorandum of Association of the Company which will be submitted to the Meeting. A Print of such draft New Memorandum of Association and a Print of the Existing Memorandum of Association of the Company may be seen at the Company's Registered Office, St. George's Building, aforesaid, and a comparison of the draft New Memorandum of Association with the Existing Memorandum of Association will show wherein the draft New Memorandum of Association differs from the Existing Memorandum of Association. Should the Meeting approve of such New Memorandum of Association with or without modification, the Sub-joined Resolution will be proposed as an Extraordinary Resolution, viz:—

(1) That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as shown in the Print signed for the purpose of identification by the Chairman of this Meeting.

and also for the following purposes, viz:—

For the purpose of considering, and, if thought fit, approving the draft New Articles of the Company which will be submitted to the Meeting. A Print of such New Articles and a Print of the Existing Articles may be seen at the Company's Registered Office, St. George's Building, aforesaid. In such Print portions of the proposed New Articles which differ from the Existing Articles are indicated by underlining in Black Ink and by Marginal Notes. Should the Meeting approve of such New Articles with or without modification, the Sub-joined Resolution will be proposed as an Extraordinary Resolution, viz:—

(2) That the New Articles of Association already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof be, and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for the Existing Articles thereof.

and also for the following purposes, viz:—

For the purpose of considering, and, if thought fit, approving the proposed General Agents' Agreement between the Company of the one part and Messieurs SHEWAN TOMES AND COMPANY of the other part. A Copy of the proposed General Agents' Agreement may be seen at the Company's Registered Office, St. George's Building, aforesaid. Should the Meeting approve of such proposed General Agents' Agreement, with or without modification, the Sub-joined Resolution will be proposed as an Ordinary Resolution, viz:—

(3) That the proposed General Agents' Agreement already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof be, and the same are hereby adopted by the Company and the Board of Directors are hereby authorised to attach to such Agreement the Common Seal of the Company and to execute the same in pursuance of the Articles of Association of the Company.

and also for the following purposes, viz:—

For the purpose of considering, and, if thought fit, passing the following further Resolution as an Extraordinary Resolution, viz:—

(4) That the Capital of the Company be increased by the creation of Fifteen Fully Paid Up Shares of \$1,000 each and that the Rights Privileges and Conditions following be attached thereto, that is to say:—

(a) The said Fifteen Shares shall be called Founders' Shares and shall be issued in accordance with Clause 12 of the General Agents' Agreement referred to in Resolution No. 3 hereof.

(b) That each Founders' Share shall carry with it the following Rights:—

(1) To receive by way of Dividend an amount of the total amount-declared divisible by way of Profits to the Shareholders.

(2) Shall rank as equivalent for Voting Power to 1,000 Ordinary Shares of the Company.

(3) Shall in the event of the Company being wound up and the Ordinary Shareholders ceasing to retain any interest directly or indirectly in the business of the Company in any manner whatsoever as a going concern be entitled after payment to the Ordinary Shareholders of the Fully Paid Up value of their Shares (but without prejudice in any way to the Rights of the Shareholders under Section 165 of the Companies Ordinance 1911 which dissentient Shareholders shall include the Holders of Founders' Shares if they so desire) to have equally distributed amongst them the sum of \$100,000 or such lesser sum as may remain over after making the aforesaid payments and if after making the aforesaid payments there shall still be surplus the said surplus shall be equally distributed amongst them and the balance paid to the Ordinary Shareholders.

NEW ADVERTISEMENTS.

AND NOTICE IS HEREBY ALSO GIVEN that a SECOND EXTRAORDINARY GENERAL MEETING will be held at ST. GEORGE'S BUILDING, aforesaid, on FRIDAY, the NINTH DAY OF DECEMBER, 1927, at 12 O'CLOCK NOON, for the purpose of receiving a Report of the Proceedings at the above mentioned Meeting and of confirming, if thought fit, as Special Resolutions the above mentioned Resolutions Nos. 1, 4 and 2.

Should the above Resolution No. 1 be confirmed as a Special Resolution by the requisite majority the alterations in the Company's Memorandum of Association consequently involved will be submitted to the SUPREME COURT of Hong Kong for confirmation.

Dated this Fifth day of October, 1927.
SHEWAN, TOMES & COMPANY,
General Managers. [5416]

REEL CLUB.

OWING to Many Members wishing to attend the ST. ANDREW'S SOCIETY "AT HOME" to SCOT-TISH TROOPS—the PRATICE TODAY at the HALLS MAY will be held from 8.15 p.m. to 11.15 p.m., instead of at 8.30 to 7.30 p.m.

H. N. SECRETARY.

FRENCH CONVENT.

CADSWAY BAY.

ANNUAL SALE OF WORK will be OPENED by Mrs. SOUTHERN TO-MORROW, THURSDAY, 13th OCTOBER, at 10 A.M. For the Support of the Large Number of Orphans and Incapacitated maintained by the Institution.

Wonderful Assortment of Linen Woolen and Embroidered Articles, specially suitable for Christmas Presents. Games, Raffles, Fish Pond, etc., etc. Draw for Gentlemen's Christmas Hampers.

6 p.m.—Cinema Performance, Dancing by Pupils and Other Attractions. [5418]

DON'T FORGET.

NAVY LEAGUE GALA CONCERT.

Under the Patronage of:

H.E. THE OFFICER ADMINISTERING THE GOVERNMENT.
H.E. THE GENERAL OFFICER COMMANDING.

Vice Admiral Sir RICHARD Y. TRENKLE, Bt., K.C.B., D.S.O., D.C.L.
REAR ADMIRAL W. B. D. BOYLE, C.B.

to be held on
FRIDAY, 21st OCTOBER at 8.30 p.m. in

QUEEN'S THEATRE. [5411]

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 17th DAY OF OCTOBER, 1927, at 3 P.M., at the Office of the Public Works Department, by Order of His EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Shamshipo in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in square feet	Annual Rental	Upset Price
1	New Kowloon Island, Lot No. 1111, Junction of Chung Shing Road and Nam Chung Street, Shamshipo.	As per sale plan	5,400 55	8/00	8/00

MACAO RACES.

FOURTH EXTRA RACE MEETING.

SATURDAY, 16th OCTOBER, SUNDAY, 17th OCTOBER, 1927
(Weather Permitting).

FIRST SADDLING BELL.

SATURDAY, 2 p.m.; SUNDAY, 1.15 p.m.

ENTRANCE TO PUBLIC ENCLOSURE..... 40 Cts.

ENTRANCE TO MIXED ENCLOSURE..... \$2.00.

RACE STEAMERS

TO MACAO

SATURDAY—"LUNGSHAN" 9 a.m.

"SUI TAI" 3 p.m.

"LUNGSHAN" RETURNS TO HONG KONG—4 p.m. SATURDAY.

SUNDAY—"TAISHAN" 9 a.m.

"TAISHAN" RETURNS TO HONG KONG—5 p.m. SUNDAY.

SPECIAL FARES FOR RETURN SALOON—\$6.00.

By Order,
S. W. CHENG,
Secretary. [5412]

INTIMATIONS.

NOTICE.

THE HONG KONG & CANTON ICE MANUFACTURING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, LOWER ALBERT ROAD, HONG KONG, on SATURDAY, 22nd DAY OF OCTOBER, 1927, at Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st JULY, 1927.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th OCTOBER to the 22nd OCTOBER, 1927, Both Days inclusive.

By Order of the Board of Directors,
J. D. THOMSON,
Acting Secretary.
Hong Kong, 6th Oct., 1927. [5397]

HONG KONG LAWN BOWLS ASSOCIATION.

THE INTERPORT DINNER will be held at the SAVOY HOTEL, on

SATURDAY, OCTOBER 15th, at 8 p.m.

Price \$3, exclusive of Wine.

Those wishing to attend please notify the undersigned.

C. J. TACCHI,
Hon. Sec., H.K.L.B.A.

The INTERPORT MATCH with Shanghai will take place on the CHICKEN COCK Club Ground on THURSDAY, OCTOBER 13th, at 3 p.m. [5409]

NOTICE OF REMOVAL.

MESSRS. RAVEN AND BASTO, ARCHITECTS, SURVEYORS AND ENGINEERS.

ARE REMOVING TO PRINCE'S BUILDING, TOP FLOOR (Corner of DES VŒUX ROAD CENTRAL and ICE HOUSE STREET) as from the 1st of OCTOBER. Lift Entrance: Next ALEXANDRA CAVE. 5371] RAVEN & BASTO.

FOR SALE OR TO BE LET UNFURNISHED.

No. 27, PEAK, LUGARD ROAD.

EIGHT ROOMED HOUSE, with Central Heating, Five Bedrooms, Four Bathrooms, Three Drying Rooms, Modern Sanitation, Grass Tennis Court and Garden—Apply: LINSTED & DAVIS, ALEXANDRA BUILDINGS. [4776]

TO LET.

A FLAT IN CARMARVON BUILDINGS, KOWLOON, from OCTOBER 1st. Apply to: HUMPHREYS ESTATE & FINANCE CO., LTD., 5301] Alexandra Buildings.

P. & O. BUILDING—Commodious OFFICES TO LET. For particulars, Apply to: MACKINNON, MACKENZIE & CO. [5401]

WE Require FLAT and HOUSES in CENTRAL KOWLOON and above MAY ROAD LEVEL, Hong Kong.

Will Landlords interested send particulars to SMALL INVESTORS TEL. C. 4630?

FOR SALE—HOUSE on the PEAK. Newly Built. Modern Convenience. For Particulars, Apply to: THE HONG KONG LAND INVESTMENT & AGENCY CO., LTD. [5417]

FOR SALE—STUDEBAKER SPORTS ROADSTER—1926 Standard Six, Run only 8,250 Miles, in Good Mechanical Condition, Completely Equipped. Price: \$2,100. Owner leaving Colony—Apply: HONG KONG HOTEL GARAGE. [5280]

FLATS TO LET

45/52, NATHAN ROAD, KOWLOON.

Apply to
S. J. DAVID & CO.

PRINCE'S BUILDING, CHATER ROAD. [525]

INTIMATIONS.

CIGARETTES DE LUXE

BLUE RING CIGARETTES.

VIRGINIA & TURKISH

Hand made from the Finest Tobaccos procurable.

Supplied to Clubs, Regimental and Naval Messes, Leading Hotels, Ocean Liners and Railway Companies.

INSTITUTE of HYGIENE 1922.

This is to certify that the "Blue Ring" Cigarettes of Messrs. THE RING CIGARETTE CO., LTD. of LONDON, have been passed by the EXAMINING BOARD of the INSTITUTE of HYGIENE as fulfilling the Standard of Merit required by them in evidence of which the Council have affixed the SEAL of the Institute hereto.

Issued this Sixth day of October 1922.

By Order of the Council.

These High Class Cigarettes are specially manufactured for, and sold only through Leading Wine Merchants.

Sole Agents for Hong Kong and South China:

A. S. WATSON & CO., LTD.

WINE & SPIRIT MERCHANTS. ESTABLISHED 1841.

PHONE C. 616. [530]

BIRTH.

BRAY—On August 6th, 1927, at Dublin, to Rev. A. H. and Mrs. BRAY, a daughter. [5419]

Hong Kong Office: 11, Ice House Street.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, OCTOBER 12th, 1927

THE SHANGHAI FASCISTI.

THERE has been a tendency among the old established merchant firms in the Treaty Ports to make fun of the Shanghai fascisti. The movement so far, has been regarded with a certain amount of amusement and as more or less a hare-brained scheme evolved by the ebullient spirits in the community which is bound to come to nothing.

This is, perhaps, the attitude one would expect from those who have no policy at all in the present troublous times, or who believe that the wisest policy in China in the long run is to follow the line of least resistance and to wait patiently until the people of the country rise against the exploitation by their leaders or the leaders themselves return to common-sense. There is, however, nothing to show that this attitude is the correct one. The policy of patient waiting has been adopted with wonderful unanimity by foreigners, and where has it led us? How long is it to be continued? How many more sacrifices are required? These are questions which the fascisti may have been asking, and failing to

receive any satisfactory answer they may have decided that a good purpose would be served by an attempt to establish some active organisation which should be entitled to express an opinion for the general body of residents, an organisation which might be able to co-operate with and help the established authorities in a period of emergency. Why should we laugh at them, or blame them or describe them as fools?

During the past two years the British Government have been soundly condemned for weakness, lack of any definite policy, for failure to take a firm stand when British rights were being trampled upon and severe losses were being inflicted on British firms, but, as has been pointed out previously, no one ever dreamed of suggesting that the British community in China were partly to blame. The Government may have been searching anxiously for the right move, but they had no public opinion to guide them. Except for dispatches from the Minister in Peking and from the various Consuls they were left to grope in the dark. When conditions are normal it may be perfectly satisfactory to plod along gently in the well-worn paths, keeping steadily to routine business and leaving all other matters to be dealt with by those specially appointed for the purpose. But when there is a widespread upheaval in which the interests of every foreigner are directly or indirectly involved it is a totally different matter. In such circumstances we should imagine the Consuls would welcome the informed opinion of general bodies of residents but we doubt whether they can obtain it for there are no recognised channels through which it can be conveyed to them. At Home the Cabinet would never dream of committing themselves to any particular course of action without first testing the feeling of the constituencies through party organisations and other sources. In China, presumably, the Consuls have to take upon their own shoulders the responsibility of advising the Home Government. They may be clever and able officials, but they are not supermen and it is a responsibility from which they might well shrink unless they are sure of the views of those on whose behalf they are acting.

It is admitted now that the CHEN-O'MALLEY agreement at Hankow was a grave mistake. Immediately the documents were signed there was an outcry. Is it too much to suppose that the agreement would have been signed if the foreign communities there had gathered together and had declared their unalterable opposition to any surrender; if, in short, there had been in existence a well organised body of Hankow fascisti capable of forming and giving expression to their collective opinion. Again, it has been suggested that in Shanghai itself the Municipal Council would have gladly welcomed a lead from the community when faced with difficult problems involving large business interests. The name "fascisti" does not matter. Possibly the name is unfortunate. But if the Shanghai fascisti, or any other similar body under another name, that they will be able to give such a lead in future if the need arises, something will have been gained. Mr. FRANKLIN, the Chairman of the Shanghai Municipal Council, in commenting upon the movement, said that such an organisation, properly run and controlled, might do a lot of good, but if it fell into the wrong hands it might do until harm. That almost goes without saying. There are risks, and perhaps serious risks, in all movements of this nature, particularly in a foreign country, but nothing much can be accomplished without a certain amount of risk. It is, perhaps, better to take a risk than to be content always with a policy of drift and the certainty that this policy will carry us nowhere in the end.

One Chinese case of enteric was reported during the three days ended on October 10th.

An elderly Chinese woman was injured through being knocked down by a bicycle ridden by Mr. Albert K. Shim. She was taken to the hospital.

The total output of Kailan Mining Administration's mines for the week ending Sept. 17th amounted to 53,835 tons and the sales during the period to 73,062 tons.

While working on board the steamer *Daviken*, a dock coolie dropped a distance of 20 feet and received severe injuries to his spine. He was removed to hospital.

A bag of beans which was being hauled out of the hold of the s.s. *Chinann* left the sling and dropped on a Chinese storekeeper. The man was injured in the head and thigh.

General Sutton, former aide of Marshal Chang Tso Lin, completed the purchase from Jonathan Rogers of the Rogers Building, Vancouver, for a sum exceeding \$1,000,000 gold recently.

A Scottish concert is being given under the auspices of the Naval and Military Entertainment Committee at the City Hall this evening at 7.30. Admission is ten cents, including refreshments.

While driving a motor car at Kowloon on Monday night, Mr. Frank Lee, of the Secretariat for Chinese Affairs, met with an accident. An elderly Chinese was knocked down and seriously injured. The man died in hospital the same night.

An unusual accident occurred at Des Vœux Road Central on Monday while a motor car was proceeding in a westerly direction. Suddenly one of the front wheels left the axle and the vehicle crashed into a window of the Supreme Court. The driver escaped injury.

Among the passengers who arrived yesterday by the s.s. *Empress of Russia* from the North were Major C. J. and the Hon. Mrs. Balfour, Mr. and Mrs. T. C. Monaghan, Mr. R. C. Tredwell, Mr. and Mrs. D. Tolan, Mr. R. R. Roxburgh, Capt. D. R. Wahl, and Mr. H. C. Shurbsole.

At yesterday's first general meeting creditors of Joseph Durand and Madam Flint, partners in Café Restaurant Parisien and associated businesses, etc., it is understood that a resolution was passed recommending the adjudication of the firm bankrupt, and the appointment of the Official Receiver as trustee.

Mr. J. F. Macgregor, the senior governing director of Messrs. Calbeck, Macgregor & Co., Ltd., is a through passenger for Manila by the R.M.S. *Empress of Russia*. He is returning by the same vessel to Hong Kong to await the arrival of his brother, Mr. N. C. Macgregor, who is due here at the end of the month on the *Mongolia*.

Dancing is coming into its own again, and this was demonstrated at Messrs. Lane, Crawford's Restaurant last evening, when an opening carnival dance was held under the auspices of H.M.S. *Ambrose*. The *Ambrose* dance committee were responsible for some very enjoyable functions last year, and if yesterday's effort is any criterion, a very successful season is promised.

Miss Butterfield, daughter of Q.M.S. Butterfield, living at Military Quarters, Kennedy Road, received treatment at the Military Hospital after being bitten by a dog belonging to a neighbour. A coolie at the Taikoo Dock was another victim of an attack by a dog belonging to an officer of the U.S.S. *Ashville*. In both cases the animals were taken to Kennedy Town for observation.

LOCAL WEDDING.

STANDARD OIL EMPLOYEE MARRIED.

CEREMONY AT CATHEDRAL.

The wedding took place at St. John's Cathedral on Monday afternoon, the Rev. H. Coplay Moyle officiating, of Mr. T. M. Jordan, of the Standard Oil Company of New York, and Miss Gertrude Viola Elser, daughter of Mr. E. E. Elser of Manila.

Mr. Jordan has been on the Company's staff at Manila and at the time of his wedding was passing through this Colony on his return from leave in the States, arriving here on the *President Wilson*. Mr. and Mrs. Jordan are later going to Saigon, where Mr. Jordan takes up an appointment.

There were many persons connected with the Standard Oil Company present at the wedding, and also many members of the American community.

The bride, who was given away by her father, wore a frock of white beaded satin and georgette, and carried a bouquet of white roses and cadins.

The matron of honour was Mrs. H. H. Harrison, sister of the bride, who wore a dress of pink georgette, with pink and silver hat to match, and carried a bouquet of pink roses. The duties of "best man" were carried out by Mr. Benson, Chief Officer of the *President Wilson*.

During the service Mrs. Richard Sanger sang "Calm as the Night," the violin obligato being played by Mr. John Braga, Mr. F. A. Brown was at the organ, and played the customary wedding music.

Following the Cathedral service, a reception was held at "Alta Dena," the residence of the General Manager of the Standard Oil Co.

Later Mr. and Mrs. Jordan left for Repulse Bay, where the honeymoon is being spent, prior to their leaving for Saigon. Mrs. Jordan's going away dress was of blue crepe-de-chine, trimmed with silver and blue hat to match.

PERAK WAR MEMORIAL.

TO BE UNVEILED ON ARMISTICE DAY.

The Perak War Memorial, which is in the form of a masonry and granite column, has been in course of erection on the green opposite the Ipoh Railway Station for some time and it is now nearing completion. The unveiling of the Memorial will be performed by the Hon'ble the Chief Secretary, F.M.S. (Mr. H. W. Thomson, C.M.G.), and the ceremony will synchronise with the celebrations in honour of Armistice Day.

The unveiling ceremony is timed to take place shortly before 11 a.m. on November 11th.

WEATHER REPORT.

MORE RAIN!

Yesterday evening's weather report, forecast and remarks, issued by the Royal Observatory, stated:

The depression has moved to the north of Japan leaving a secondary in the vicinity of Tokyo.

The anti-cyclone over China has increased in intensity.

The typhoon is probably near Tourane, moving westwards.

LOCAL FORECAST:—East winds, fresh, cloudy, occasional rain.

THE TYPHOON.

For those interested in the ways of typhoons we give the following reports from Manila Observatory:

Oct. 6th, 11.30 a.m.—Typhoon in about 134deg. Long. E. and 15deg. Lat. N., moving W.

Typhoon in about 124deg. Long. E. and 15deg. Lat. N., moving W.

Oct. 10th, 10.30 a.m.—Typhoon in about 117deg. Long. E. and 15deg. Lat. N., moving W.

Typhoon in or about 114deg. Long. E., 15deg. Lat. N., moving W.

Oct. 11th—Typhoon in about 110deg. Long. E., 18deg. Lat. N., moving W.

THREE NORTHERN GENERALS REPORTED TO HAVE DECLARED "INDEPENDENCE."

FURTHER GENERAL ATTACKS LAUNCHED BY THE
FENGCHINESE.
TWO DAYS' HEAVY FIRING.

SHANSI HOLDING ON TO WANGTU.
FENGCHINESE CAPTURE DER-LU.

MARSHAL CHIANG KAI SHEK RETURNING TO ACTIVE WORK IN CHINA.

If the report from Shanghai (emanating from a Japanese source) is true to the effect that no fewer than three Generals—Generals Sun Chuan Fang, Chang Tsung Chang and Shu Yu Pa—upon whom Marshal Chang Tso Lin continued, of course, to rely, then a much heavier blow will have been struck the Fengtience than has yet been struck by the Shansi troops. But the report is so startling (even in Chinese military affairs) that we give it with the utmost reserve.

Reports to hand of the fighting show that there has been at one point two days' heavy firing and, to all appearance, the usual attacks and counter-attacks. The Fengtience report that they have captured another town and have re-entered Shihchiachung, for the capture of which Dictator Chang Tso Lin gave his troops three days to do the job and, subsequently, offered a reward of \$30,000 to those that accomplished it.

Important also is the news that Marshal Feng Yu Hsiang, despite the bitter things said of him by certain Shansi prisoners, has moved his troops in the direction of Southern Chihli to intercept a rear movement by Shantung troops.

Marshal Chiang Kai Shek, having satisfactorily negotiated the preliminary stages of his latest matrimonial venture, is stated to be re-entering active life in China. His re-appearance on China's sanguinary battlefields will, of course, add further zest to the proceedings, though we doubt if it will make them any the less perplexing.

THE THIRD DESTROYER FLOTILLA.

HOSPITAL SHIP "MAINE"
GOING HOME.

[THROUGH REUTER'S AGENCY.]

LONDON, Oct. 11th.
It is understood that the Third Destroyer Flotilla, which was lent to Chinese Waters from the Mediterranean Fleet, will remain in the Far East, and will be replaced on the Mediterranean by a Home Flotilla. The Hospital Ship "Maine" is returning from China by an early date.

MRS. C. C. WU ARRESTED BY FENGCHINESE.

[Wah Tsz Yat Pao.]

SHANGHAI, Oct. 11th.
The wife of Dr. C. C. Wu (the Kuomintang Foreign Minister at Nanking) was arrested and taken into custody by Fengtience troops as she was about to board a steamer at Tientsin, presumably for Shanghai. Mrs. Wu was on a visit to her mother in Tientsin.

FENGCHINESE CAPTURE ANOTHER TOWN.

[Wah Tsz Yat Pao.]

SHANGHAI, October 11th.
The Fengtience, after a severe fight with the Shansi troops, have captured Der-lu, some 40 miles south-east of Suenwei, in addition to some minor successes resulting in the taking of many strategic points near by.

SHANSI FORCES STILL HOLD WANGTU.

[Wah Tsz Yat Pao.]

SHANGHAI, October 11th.
In the direction of the Kin-Han Railway, the Shansi forces are still holding Wangtu. They attempted to take Paotingfu, by surprise, through a secret way on the night of the 9th inst. They were, however, detected by the Fengtience and were pushed back.

MARSHAL CHANG ORDERS A GENERAL ATTACK.

[Wah Tsz Yat Pao.]

SHANGHAI, October 11th.
On the 9th inst. Marshal Chang Tso Lin issued a mandate ordering general attacks to be launched simultaneously in the direction of the Kin-Han, Sui-yang, Peking and Lunghai Railways on the 11th inst.

MARSHAL FENG MOVING TOWARDS CHIHLI.

[Wah Tsz Yat Pao.]

SHANGHAI, October 11th.
Marshal Feng Yu Hsiang has begun to move towards Chihli. His cavalry, under General Sun Lin Chung, captured Taiming, in southern Chihli, on the night of the 7th inst. He has also ordered that the forces along the Lunghai Railway should begin attacks on Chaochow (Shantung), and Hsuehchow (Kiangsu) immediately.

CRISIS IN BRITISH SUGAR INDUSTRY.

GREENOCK REFINERIES
SUSPEND OPERATIONS.

SIR L. LYLE INTERVIEWED.

[THROUGH REUTER'S AGENCY.]

LONDON, Oct. 11th.
British sugar refineries are reported to be faced with a serious crisis, four out of the five firms of refiners in Greenock having suspended operations. As a result thousands of workers will be unemployed this winter.

Messrs. Tate and Lyle fear that they may have to close their factories in Liverpool and London. Sir Leonard Lyle, in an interview, attributed the crisis to the beet sugar subsidy, to preference to Dominion sugar and to the dumping of sugar from mid-Europe. He declared it to be unfair competition to give white sugar from the Dominions preference, and observed that the Government should give preference to the raw material and not to the finished article.

GOVERNOR-GENERAL AND LADY WILLINGDON. TO VISIT THE UNITED STATES.

[REUTER'S AMERICAN SERVICE.]

OTTAWA, Oct. 11th.
Governor-General and Lady Willingdon are officially visiting the United States, reaching Washington on December 8th. They will stay at the Omnidirectional Legation. The visit is unique, it being the first time that His Majesty's representative in Canada will have visited the Dominion Minister at Washington.

KOBE CHINESE AND THE KUOMINTANG FLAG.

[THROUGH REUTER'S AGENCY.]

OSAKA, Oct. 11th.
Chinese residents of Kobe hoisted the Kuomintang flag yesterday on the occasion of the 10th anniversary of the Chinese Republic, but members of the Kuomintang, seeing the Chinese flag, the Chinese School and a few others flying the five-colour flag of the Republic, insisted upon these flags being hauled down. Shortly afterwards the Kuomintang flag was seen everywhere.

"THE KUOMINTANG PARTY."

[NAVAL WIRELESS.]

HANKOW, October 10th.
The Kuomintang party arrived today on an armed Chinese merchant steamer.

THE FIRST CRUISER SQUADRON RETURNING TO MALTA.

[THROUGH REUTER'S AGENCY.]

MALTA, October 10th.
The First Cruiser Squadron, which reinforced the China fleet, is returning to Malta in the first week of December. The transport "Hermione", after recommissioning here, will be permanently stationed in China waters.

[The First Cruiser Squadron, which came out East early in the year with the exception of H.M.S. "Conventry", consists of the following: H.M.S. "Frobisher" (the flagship), "Danae", "Dartmouth" and "Delhi", with Rear-Admiral W. H. D. Boyle, C.B., in command.]

"THE KARMALA" CONTINGENT.

[BRITISH WIRELESS SERVICE.]

Rome, October 10th.
It is officially stated by the War Office that the men of section A of the Army Reserve, who were called up last January for service in China, will return home between the middle of October and the end of November. These men number some 1,650.

According to a message from Shanghai, the "Karmala", which leaves here for England on Friday, will bring home the reservists of the Middlesex and Border Regiments, the Greys, the Buffs, and the Camerons.

WU PEI FU RAISING FUNDS. HOPES TO COME BACK WITH SZECHWAN TROOPS.

[THROUGH REUTER'S AGENCY.]

Shanghai, Oct. 11th.
The Cabinet officially claim the capture of Shihchiachung by the Chihli-Shantung troops.

MARSHAL CHIANG. RETURNING TO POLITICAL LIFE.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Oct. 11th.
Mrs. Soong formally announces the engagement of her daughter, Miss Soong Mei Ling to Marshal Chiang Kai Shek, who intimates that he may be forced to give up his tour as he is returning to political life.

NATIONAL Y.M.C.A. DAY IN ENGLAND.

APPEAL FOR £50,000 FOR
TROOPS IN SHANGHAI
AND ON RHINE.

[THROUGH REUTER'S AGENCY.]

LONDON, Oct. 11th.
A National Y.M.C.A. day is being held to-morrow to raise funds for the Association's work, particularly in Shanghai and for the Rhine Armies of Occupation. An appeal is made for £50,000 by the end of the year.

A ROYAL BELGIAN PRINCESS.

[THROUGH REUTER'S AGENCY.]

BRUSSELS, Oct. 11th.
Princess Astrid has given birth to a daughter, who has been named Josephine Charlotte. [Princess Astrid, daughter of the King and Queen of Sweden, married the Crown Prince of Belgium about a year ago.]

H.M.S. "ADELAIDE." RESPONSE TO BRITISH GOVERNMENT'S REQUEST.

[THROUGH REUTER'S AGENCY.]

MELBOURNE, October 10th.
The cruiser "Adelaide" is going to Malaita Island, Solomon Islands, in response to the British Government's request for protection of white residents in view of native outbreaks.

[A message from Suva (Fiji) on October 10th stated:—
The news of the massacre of whites and native police in the Solomon Islands is contained in a radio message received by the High Commissioner for the Western Pacific.]

A trader arrived at Tulagi aboard the steamer "Luka" and reported that the District Commissioner and 15 native police and the crew of the vessel had been murdered in the bush by natives on the north-east coast of Malaita Island. Four boatmen of the "Luka" and four wounded police are the sole survivors.

A REAL CAPE TO CAIRO AIR SERVICE.

[BRITISH WIRELESS SERVICE.]

Rome, October 10th.
Sir Alan Cobham, who flew from Cairo to Capetown and back, is leaving England shortly for Rhodesia with the object of establishing there a systematic air service.

In an interview he said that he hoped to do much survey work from the air. So far routes across Rhodesia had been flown more or less at haphazard. He wanted to map them out properly and consider the question of aerodromes. It would be one step towards setting up a real Cape to Cairo air service.

FLIGHT FROM ENGLAND TO AUSTRALIA.

[BRITISH WIRELESS SERVICE.]

Rome, October 10th.
The longest flight ever undertaken by a woman will begin on Wednesday morning when Mrs. Keith Miller leaves Croydon aerodrome as passenger in a small two-seater Aero Avial light plane to fly to Australia. The flight will be in stages across Europe to Africa and will follow the Imperial Airways route to India. The wife of the High Commissioner for Australia will christen the plane "Red Rose" a few minutes before the start.

BULGARIAN RAIDERS IN GREECE.

[THROUGH REUTER'S AGENCY.]

SALONIKA, Oct. 10th.
Greek gendarmerie came into conflict with a band of Bulgarian comitadjis at midnight near Florina, and after an hour's fighting the comitadjis escaped to Bulgarian territory, leaving two dead.

BULGARIA AND SERBIA.

[THROUGH REUTER'S AGENCY.]

Sofia, Oct. 10th.
The Premier, on behalf of the King, who is abroad, has signed a decree proclaiming martial law at Kustendil and Petrich.

Political circles are of the opinion that the crisis has ended owing to the Bulgarian Government's policy of conciliation.

RUSSIA AND JAPAN FISHERIES CONVENTION.

[THROUGH REUTER'S AGENCY.]

Moscow, Oct. 10th.
The Russo-Japanese Fisheries Convention has been initiated.

THE MEXICAN REVOLT.

TOWNS SACKED BY BANDITS.

REBELS ROUTED.

[REUTER'S AMERICAN SERVICE.]

Mexico City, Oct. 10th.
The Federal columns operating against the insurgent Generals Gomez and Almada have been reinforced.

Meanwhile the bandits are taking advantage of the political confusion and guerrilla leaders, with fifty followers, have entered the unguarded towns, and sacked a number of shops. One band carried off \$5,000, the payroll of a cotton mill.

Effect Of Indians' Participation.

A message from Tucson, in Arizona, states that, according to the local Press, the return of the Yaqui Indians from Arizona, to Mexico has so depleted the Indian settlements in that neighbourhood, that for the last few days it has been impossible to obtain such Indians for work in the cotton fields.

Rebels Routed In A Six-Hour Battle.

Mexico City, Oct. 11th.
Federal headquarters announce that the rebels were decisively routed in a six-hour battle on Sunday afternoon near Ayahualulco, in the state of Veracruz.

President Calles Promises An Amnesty.

Mexico City, Oct. 11th.
The Federal casualties in the six-hour battle are declared to be 32 wounded.

SECRETARY OF COLONIES IN WESTERN AUSTRALIA.

[BRITISH WIRELESS SERVICE.]

Perth, October 10th.
Mr. L. S. Amery, Secretary of State for the Colonies and Colonies, arrived at Albany, Western Australia, to-day. He proceeded to make a tour of the fruit-growing districts. In an interview Mr. Amery expressed the hope of seeing for himself the conditions of the land settlement and to get a continuous and steady flow of settlers which he considered would be most beneficial both for South Australia and for Great Britain.

WALL STREET'S SLUMP. SELLING PRESSURE RENEWED.

[REUTER'S AMERICAN SERVICE.]

New York, Oct. 10th.
Bullish interests in the stock market have received a severe setback as the result of renewal of selling pressure directed against some of the leading industrial and railway securities.

TEAPOT DOME OIL. MR. HARRY SINCLAIR'S LEASES.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Oct. 10th.
The action of the Supreme Court to-day, in setting aside leases granted to Mr. Harry Sinclair of the Teapot Dome estate, Wyoming, is apparently the last phase of the protracted dispute over the legality of the leases, and the manner in which they were negotiated.

STERLING EXCHANGE ON NEW YORK.

[BRITISH WIRELESS SERVICE.]

Rome, October 10th.
The rate of exchange of the pound sterling on New York further advanced to-day to 4.87, which is now the highest record since the war.

AMERICA'S LOANS TO FRANCE AND GERMANY.

WASHINGTON, Oct. 11th.

The French Ambassador has been officially informed that the United States does not object to the funding of the Hundred Million Dollars Eight Per Cent 1920 Loan.

Negotiations have been completed by the American Bank for a Loan of twenty million dollars to the German Commercial Privatbank at 5 per cent, which is the lowest rate of a German issue since the war.

POLITICAL AGITA- TION IN INDO- CHINA.

[THROUGH REUTER'S AGENCY.]

PARIS, Oct. 11th.
At the instance of M. Leon Perrier, Minister for the Colonies, the President has signed a decree strengthening the provisions of the Penal Code, as applied in Indo-China, for punishment of persons guilty of political agitation.

SPANISH ASSEMBLY. INAUGURATION CEREMONY INCIDENT.

[THROUGH REUTER'S AGENCY.]

MADRID, Oct. 10th.
The National Assembly was inaugurated without incident. There were 303 members present including nine women.

DI RIVERA'S SPEECH.

[THROUGH REUTER'S AGENCY.]

The National Assembly was inaugurated without incident. There were 303 members present including nine women.

King Alfonso took the President's chair, flanked by Di Rivera on his right and Senor Yanguas, President of the Assembly, on his left.

Di Rivera in a speech defined the duty of the Assembly, which was to leave the task of governing to the Government and confine itself to informing ministers of the people's needs. He concluded by attacking the principle of every citizen having a parliamentary vote, which system was favoured by politicians with personal ambitions and was ruinous to the country.

King Alfonso declared the Assembly open, after which the sitting temporarily suspended to enable the members to cheer the King as he departed.

Seals Refused.

Di Rivera declared that the King was able to observe how firmly the foundations of peace laid over the districts where the rebels had been strongest. He regretted certain persons offered seats in the Assembly had refused them, but the interests which they would have represented would not suffer as the Government would watch over their welfare.

EUROPE-EAST INDIES AIR MAIL.

[THROUGH REUTER'S AGENCY.]

AMSTERDAM, Oct. 10th.
The newspapers are giving much prominence to the success of the Dutch airmen, Lieutenant Koppen, who flew to Batavia from Holland within ten days, carrying the first air mail to the Dutch East Indies.

The "Handlball" emphasises the possibility of reducing the duration of the flight to a week, with the co-operation of the British with relays of machines and pilots.

THE BRITISH DEFENCE FORCE.

[THROUGH REUTER'S AGENCY.]

Rugby, October 10th.
It is officially stated by the War Office that men of section "A" of the Army Reserve who were called up last January for service in China will return home between the middle of October and the end of November. These men number some 1,650.

STERLING STRONGER.

[THROUGH REUTER'S AGENCY.]

LONDON, Oct. 10th.
The marked strength of sterling has been a recent feature of the exchange market. To-day it reached \$4.87 3/32 to the pound, which is the highest since the end of 1914.

A REVIVAL IN SHIPBUILDING.

LLOYDS' RETURNS.

[THROUGH REUTER'S AGENCY.]

LONDON, October 11th.
A revival in shipbuilding is indicated in Lloyd's Returns for the quarter ended September 30th, which shows that 1,534,000 tons were being constructed in Great Britain and Ireland, an increase of 148,000 tons compared with June 30th, and an increase of 781,000 tons compared with twelve months ago. Tonnage-when which work had been suspended was only 8,000 tons compared with 107,000 tons on September 30th, 1926.

The present totals are the highest since September, 1922, but are still 334,000 tons below the average tonnage being built twelve months before the war.

Tonnage commenced during the quarter was 370,000 compared with 437,000 in the preceding quarter, but the tonnage launched was 355,000, an increase of 86,000 compared with the preceding quarter. The total merchant tonnage being built in other countries was 1,537,000, an increase of 57,000 compared with the figures of June 30th.

The total world tonnage under construction increased by 234,000 compared with the previous quarter but was 572,000 below the highest pre-war record of June 30, 1913.

The tonnage of motor ships being constructed throughout the world was 1,359,000 and of steamships, 1,468,000.

AMERICAN LEGIONARIES IN LONDON.

IMPRESSED BY SIMPLICITY OF
THEIR MAJESTIES' WELCOME.

[BRITISH WIRELESS SERVICE.]

Rome, October 10th.
Members of the American Legion who were received by the King and Queen at Buckingham Palace this morning were much impressed by the friendly and simple character of Their Majesties' welcome.

They afterwards were entertained to luncheon at the Guildhall, by the Lord Mayor and Corporation of the City of London. Distinguished guests included Sir Austen Chamberlain, Foreign Secretary, Sir Laming Worthington Evans, War Secretary, and Air Vice-Marshal Sir Sefton Branker.

Proposing the toast of the Legionaries Sir Rowland Blades, Lord Mayor, said he trusted their visit to France would have been interesting in that it revived the fragmentary memory of brilliant work done in the war and useful in that it was a step towards the maintenance of peace which was an essential factor in the existence of every nation.

Responding, Legion Commander Savage said he believed that the cordial relations between the two great English-speaking nations would be knit even more firmly. The Legionaries would do their utmost to cement good relations between the two countries.

RED TERROR IN RUSSIA.

[THROUGH REUTER'S AGENCY.]

AN OFFICIAL welcome and godsend was given by the City of London to-day to the American Legion at the Guildhall, where they were entertained to lunch, the Lord Mayor presiding.

Ambassador Houghton, Sir Austen Chamberlain, and the Lord Chancellor, the Earl of Reading, were present.

DAILY EXECUTIONS.

[THROUGH REUTER'S AGENCY.]

WARSAW, Oct. 10th.
According to information from Soviet sources, continuous executions of former high Government officials and Imperial army officers, occur daily in Russia.

Many executions are stated to have occurred lately at Jenisejok, Ula, Kazan, Minsk, and Biew, consequently many ex-officers and ex-officials are trying to flee from the country, or to hide in the villages. There have been many attempts to cross the Polish-Lithuanian frontier, mostly unsuccessful owing to the very close watch kept.

The manager of the Kwong Wing wine shop was fined \$100 yesterday by Mr. B. E. Lindell for having in his possession 450 gallons of dutiable samshui. The charge was brought against by Mr. Carrie, of the Imports and Exports Office.

A Chinese youth pleaded guilty at the Central Magistracy yesterday to charges of riding a bicycle without a light at Des Vaux Road West and of offering a small bribe to a constable who stopped him. Fines of \$2 and \$20 were imposed on the two counts.

Three months' hard labour was awarded by Mr. W. Schofield at the Kowloon Magistracy yesterday morning a Chinese for picking the pocket of a pedestrian in Public Square Street. When defendant was searched in the Police Station the \$10 he had stolen was found in the top of his shoe.

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THE HONG KONG DAILY PRESS, WEDNESDAY, OCTOBER 12th, 1927.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.
Motor Notes—Mr. Ford tries His New Car—The Willys-Knight "70"—Can You afford a Motor Car?—To-morrow's show at Olympia.

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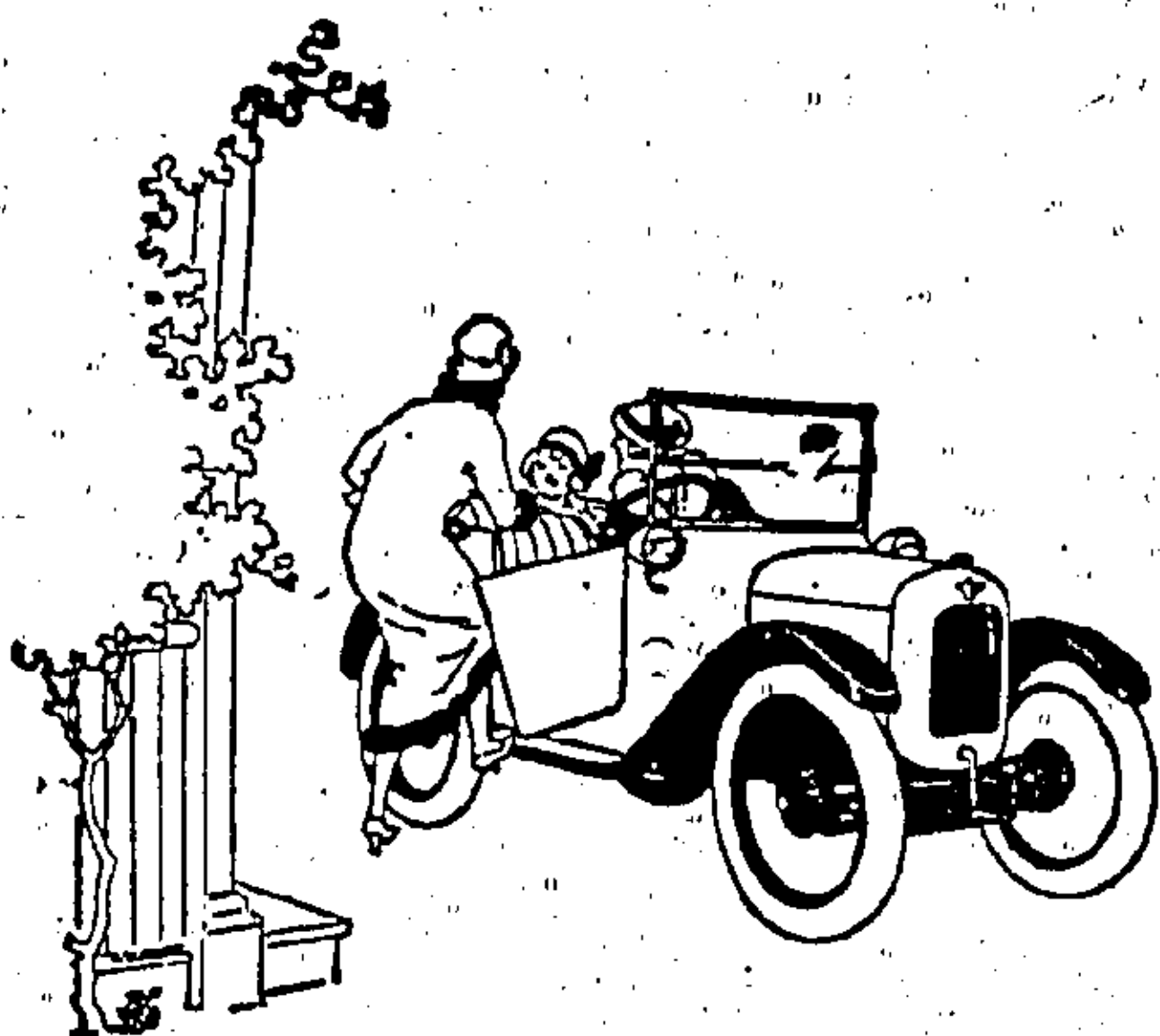
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MOTOR NOTES.

The automobile industry in 1926 consumed 203,000,000 pounds of copper and 48,800,000 pounds of aluminum. The copper used represents 11.3 per cent of the total United States consumption.

During 1926, 50 automotive concerns spent a total of \$42,000,000 on advertising in newspapers and magazines. These figures exclude cost of art mechanical work.

Kansas City dealers have organized a central wrecking company which would junk cars traded in on new automobiles, but unsuited for resale. It is their way of solving the used car problem.

Five-deck streets for New York. That is what a member of the New York traffic commission is urging to speed up traffic. The deck streets, one above the other, would abolish intersections and separate the fast traffic from the slow. The eastern traffic expert estimates that 75 per cent of downtown motor car accidents would be prevented by this method.

AIRCRAFT AND CARCRAFT.

There are signs that an increasing amount of attention is being paid in the Dominions and also in England to the commercial possibilities of private flying. In the heart of London for instance one can buy not only a motor car but also an aeroplane or aeroplane engine, while in the Dominions there are quite a number of motor car agents, many of whom flew during the war, and now foresee the time when the aircraft side of their business may be a most profitable one.

In view of these developments it is not surprising to find that some of the most far-seeing men in the British motor car trade are developing the aviation side of their business. Perhaps the most striking example of this is Armstrong Siddeley Motors, Ltd., who besides claiming to be the largest makers of six-cylinder cars in Europe, have devoted a large section of their works to the manufacture of aero engines, the best known of which are probably the fourteen-cylinder Jaguar and the five-cylinder Genet, which is now being used on the lightest forms of aircraft.

In addition to this steel aircraft are made in quantity, and so successfully have engine and machine been combined, that the products of this concern are standardised in the R.A.F.

Probably later on other manufacturers will follow suit but it is to the pioneers who risked their money in the first place and saw the possibilities of aviation that the credit must be given.

SERVO BRAKING ON LIGHT CARS.

Messrs. Rootes, Ltd., of Devonshire House, Piccadilly, London, W.1, who are responsible for the distribution of Clyno Cars in all Overseas countries, have recently been carrying out a most informative series of experiments with one of these vehicles—the 11 h.p. Saloon—fitted with Dewandre Vacuum operated Servo brakes. The actual brakes employed are of the standard Clyno pattern, the novelty being their means of operation, which is accomplished by the Dewandre patented device in which a cylinder and piston are actuated by the suction in the inlet pipe of the engine. The result of these tests may be described as little short of amazing, the table here-with giving the speed of the car and its pulling up distance.

Speed. Pulling up distance.
10 m.p.h. 5 ft.
15 m.p.h. 7 ft.
20 m.p.h. 13 ft.
25 m.p.h. 24 ft.
30 m.p.h. 37 ft.
40 m.p.h. 74 ft.

The tests were made on a dry level concrete road surface, and in no case was there any sign of a skid or sideslip, nor of the wheels being locked until the car had been brought to an absolute standstill.

NEW TYRE AND WHEEL RIM.

I was present at a demonstration at Brooklands' Track of a new type of tyre and rim. An official explained the construction of the rim and tyre, after which a car proceeded to prove the claims made that the tyre would not leave the rim, no matter how violent the skid of the car, or how bad the burst.

I notice that some in other places have become enthusiastic about the tyre and rim and have looked longingly to see if anyone has raised what I think is a most important point to buyers. viz. Is the new rim, of non-standard or standard measurements? If it is not of standard measurements, what is the position of a man who has his car equipped with it?

The Society of Motor Manufacturers and Traders of Britain and the Rim and Tyre Manufacturers' Association of America some years ago came to an agreement on definite standard rim measurements, so that a car owner can not only fit any make of tyre he chooses, but also in the event of any tyre disaster demanding replacement, could also be assured, no matter what the make of his car, of having little or no trouble in obtaining a tyre to fit.

If this rim is of non-standard measurement, will not a buyer be tied to the make of tyre to fit the rim? And if he had bad luck with a broken glass bottle, say, in Mid-Wales how would he fare? The question is important.—The Star.

A STUDEBAKER COMMANDER TRIUMPH.

That The Studebaker Commander has again lived up to its name—in competition with any car, either six or eight, selling within 200 Pounds Sterling of its price—was demonstrated recently when it ran away with the hill climbing laurels against a field of six or more competitive cars at Arrowwood, Alberta, Canada.

The Arrowwood test was made on "Little Axe" Hill which has long been looked upon as "impossible." The Studebaker Commander, starting in top from a standstill went to the crest of the hill in 40 1/5 seconds and thereby beat the time of two competitive cars—one of them a roadster—which made the hilltop in 60 1/5 seconds and 65.5 seconds, respectively.

The Commander also won the second test over Little Axe Hill. With a running start the Sedan, driven by A. N. Smith of the Motor Service Company, Studebaker distributors at Calgary, Alta., again climbed the hill, this time in 35 seconds, cutting time the nearest competitive car by 5 1/5 seconds. One of the competitive cars was a six cylinder model; the other an eight. Smith loaded five passengers beside himself into the Sedan and pulled the hill in top gear, crossing the bridge at the crest of the hill at a speed of 22 miles per hour.

The contest was judged and timed by a Chief Smart of the Calgary Fire Department who rode with each contestant.

A HIGH PRESSURE HOLIDAY.

The present generation flatters itself that it lives at far higher pressure than its forefathers did and probably our children will regard us in the same light from their air cruiser's comfortably cushioned cabins. But to-day even holidays are quite strenuous affairs, for time is short and the average tourist wants to see as much as possible.

As an example of a high-pressure motor holiday, which indicates about the limit of what one can do in a fortnight through some of the most mountainous and beautiful scenery in Europe, one may quote the following. Starting from Havre, a party drove to Chartres and thence to Geneva, over the famous Route des Alpes to the Mediterranean, Monte Carlo and Mentone. Then they climbed up over into Italy and, visiting Turin, Milan and Lake Como, crossed the Splügen Pass into Switzerland, circled round the newly-opened Canton of Grisons, and skirting the lake of Lucerne, visited Zurich and Basle, stayed a night in Paris, and so reached home again via Havre.

In the course of this trip, the car, an old Fourteen h.p. Armstrong Siddeley, which carried a load of four people and luggage, climbed 21 mountain passes varying in height from 3,000 to nearly 9,000 ft., and covered nearly 2,500 miles at a total cost per head of well under £20.

OLYMPIA MOTOR SHOW.

EXPECTED TO ATTRACT 3,000,000 PEOPLE.

[BRITISH WIRELESS SERVICE]

Rugby, October 10th.

The Motor show at Olympia which opens for nine days next Thursday will enable the latest products of every motor manufacturing nation of importance, including this year, those of Germany to be compared under one roof.

Its international and comprehensive character annually draws representatives from all parts of the world and this year it is expected that 3,000,000 people will visit Olympia.

It is estimated there are already seventy-eight million motor vehicles in the world but the saturation point is a long way off and keen competition among manufacturers has brought about big price reductions and innumerable improvements in engine and body design aimed particularly to meet needs of potential owner drivers.

Economy in petrol and oil consumption has been further developed and one interesting innovation is the "single shot greasing system" whereby all moving wearing parts are lubricated by pressing a plunger pump.

Several manufacturers are maintaining close secrecy about their 1928 models until next Thursday's opening.

THE WILLYS-KNIGHT "70." POPULAR WITH U. S. ARMY OFFICERS.

Many U. S. army officers, particularly those in the air service and engineering divisions, are showing a distinct preference for Knight-engine cars, according to officials of the Willys-Overland Company. The popular car with these officers is the "70" Willys-Knight Six; say the sales officials.

Scores of these army officers, many of whom rank high in the service of the American army, make

long journeys to the Toledo plant to take personal delivery of their cars.

The fact that such a large number of army officers, many of them highly trained technicians and experts in gasoline engines, show a preference for the "70" Willys-Knight is accepted as a tribute to the engineering features embodied in these cars which are powered by the Knight sleeve valve engine.

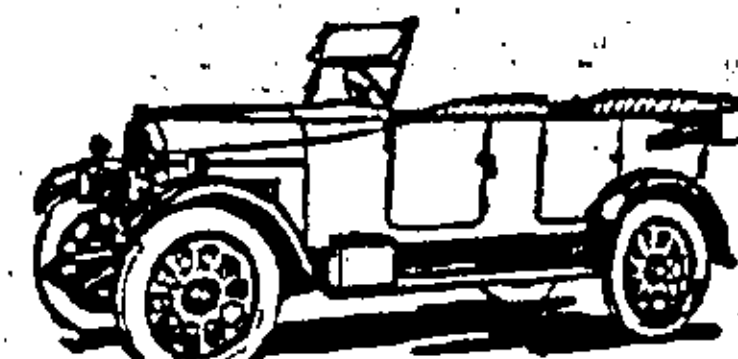
Willys-Overland sales officials feel assured by the present indications, of a continuation of the worldwide demand for this popular model.

Hummer

Built for Satisfaction Overseas

THE product of one of the oldest Car Manufacturers in the United Kingdom, the Hummer 920 H.P. Model represents all the fine traditions of British craftsmanship. Its pleasing appearance, robust construction and dependable performance, are such as entitle its claims to be unexcelled for value among British Cars available in the East.

9/20 H.P. 2-3 Seater with Dickey Seat
9/20 H.P. 4-Seater Tourer
9/20 H.P. 4-Seater Saloon
14/40 H.P. 2-3 Seater with Dickey Seat
14/40 H.P. 5-Seater Tourer
14/40 H.P. 5-Seater Saloon
14/40 H.P. 1 Coupe with Dickey Seat



920 H.P. 4-Seater Tourer.
Other Models of 20/55 H.P.
Dunlop Tyres and Front Wheel Brakes Standard.

MOTOR CYCLES. The 1-10 H.P. O.H.V. "Sport" Motor Cycle is particularly suitable for riders overseas. The engine possesses a wide margin of power, and the entire construction is of the strength necessary for use on indifferent roads. The low saddle position gives exceptional stability and confidence to the rider.

HUMMER LTD. COVENTRY, ENGLAND.
Export Branch Office: 1A, Holborn Viaduct, London, E.C.1.
Hong Kong Agents:
MESSRS. LANE, CRAWFORD, LTD., Hong Kong.



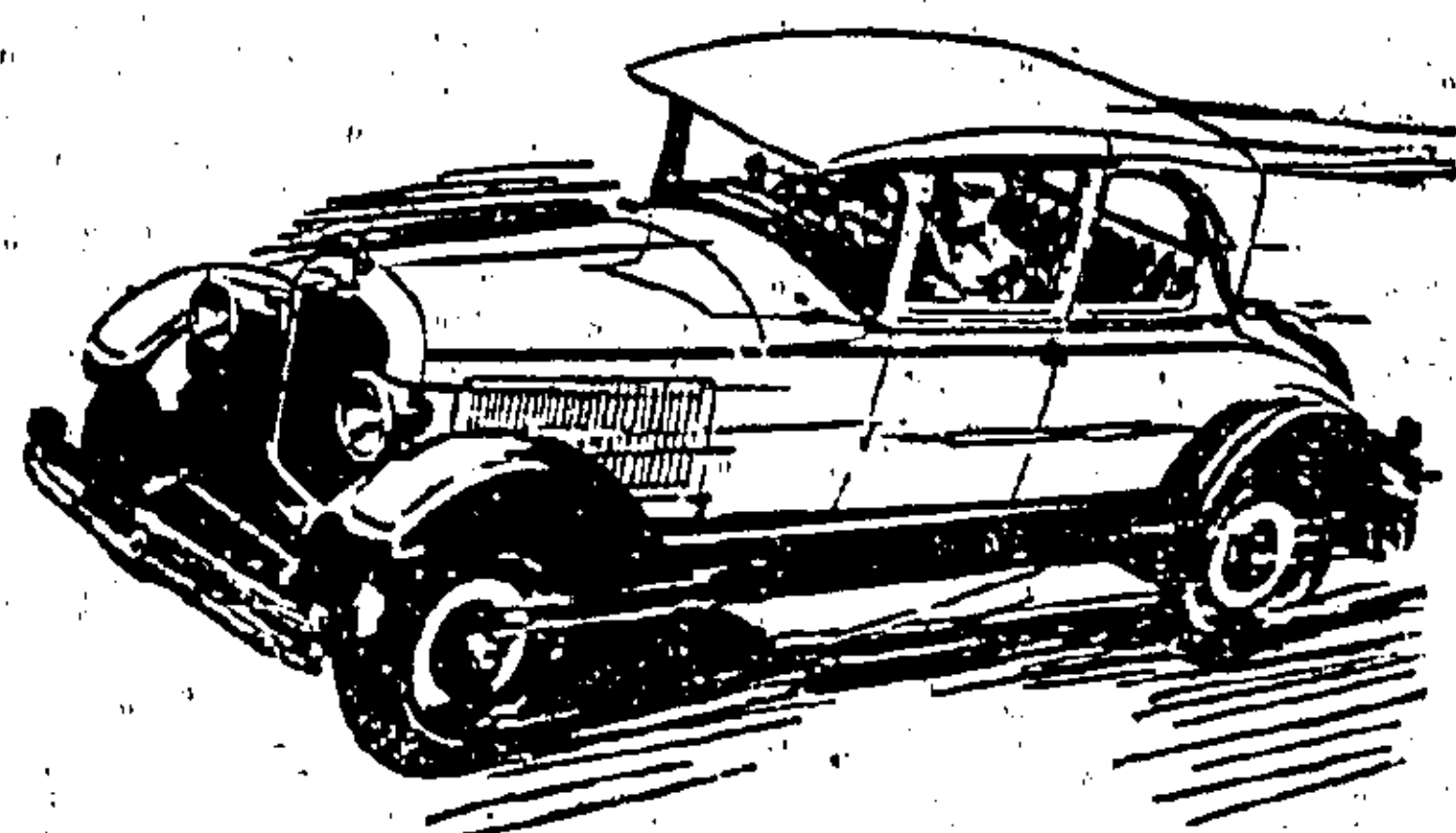
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SOCONY MOTOR OIL

FOR DIFFERENTIALS USE SOCONY GEAR OIL
STANDARD OIL COMPANY OF NEW YORK



5,000 MILES
in less than
5,000 MINUTES



THE STUDEBAKER COMMANDER.

A Wonderful Demonstration!

Immediately after the 5,000 miles had been run, the same car was driven several times round the track at 70 miles per hour.

Other Models are Equally Good. All are Reasonably Priced.

NETT CASH PRICES, DELIVERED IN HONG KONG.

COMMANDER		
H.P. 36.04 R.A.C.—120" WHEEL BASE		
Sports Roadster	4 seater	G\$1,435
Custom Coupe	2 seater	1,375
Custom Victoria	4 seater	1,375
Custom Sedan	5 seater	1,375
Regal Coupe	4 seater	1,305
Regal Victoria	4 seater	1,305
Regal Sedan	5 seater	1,305

ERSKINE		
H.P. 16.54 R.A.C.—107" WHEEL BASE		
Tourer	5 seater	G\$1,150
Sports Roadster	4 seater	1,150
Business Coupe	2 seater	1,200
Custom Coupe	4 seater	1,150
Custom Sedan	5 seater	1,250

All Erskines with wire wheels.

All prices include 4 wheel brakes spare wheel, tire and tube, windshield wiper, handmirror, bumpers, extra horn, tools, etc., etc.

THE HONG KONG HOTEL GARAGE

25, Queen's Road, Central.

(THE HONG KONG & SHANGHAI HOTELS, LTD.)

DIRECTOR		
H.P. 27.34 R.A.C.—113" WHEEL BASE		
Custom Tourer	6 seater	G\$1,450
Sports Roadster	4 seater	1,435
Custom Victoria	5 seater	1,490
Custom Tourer	7 seater	1,530
Custom Coupe	2 seater	1,375
Custom Sedan Plush	5 seater	1,375
Custom Coupe	4 seater	1,375
Custom Victoria	4 seater	1,375
Custom Sedan Mohair	5 seater	1,375

PRESIDENT		
H.P. 36.04 R.A.C.—127" WHEEL BASE		
Custom Tourer	7 seater	G\$2,500
Custom Sedan	7 seater	2,435
Custom Limousine	7 seater	2,700

MOTURING NOTES

(CONTD.)

CAN YOU AFFORD A MOTOR CAR?

COUNTY COURT JUDGE'S DICTUM.

Judge Crawford's dictum at the Barnet County Court that even a County Court Judge has no right to buy a motor car unless he has private means, because his salary of £1,500 a year is insufficient, has aroused a storm of protest from makers of popular cars.

The *Daily News* declares that thousands of family men with incomes of £400 a year are running Austin sevens and Morris Cowleys, while thousands with incomes of £300 a year are using Morris Oxfords, Clynos, and Austin twelves without going bankrupt.

Dealers declare that a seven-horse power car does 40 to 45 miles on a gallon. The tyres cost little more than motor-cycle tyres and enable them to run them with £30 a year. Hundreds travel 7,000 miles a year for three pence a mile, excluding garage. They add that the money formerly spent in other recreations goes towards motoring, enabling the maintenance of a more united and healthier family.

CHICAGO'S "MAD" MAYOR.

GOT KING, GEORGE ON HIS BRAIN!

Big Bill Thompson, the incomparable Mayor of Chicago who was elected in April last, has been quite a long time getting out Mr. McAndrew, the city's superintendent of schools, but he has managed to do it now. Upon assuming office the Mayor announced that one of his first acts would be to dismiss Mr. McAndrew, whom he accused of playing up to a school board consisting of agents of King George.

These nefarious public servants, he asserted again and again, had been guilty of tampering with the history of text-books used in the Chicago schools and in other ways corrupting the boys and girls of the city. And in his more robust campaign speeches Mr. Thompson went to the length of asserting that the school-board members would have been prosecuted but for the personal intervention of the English King on their behalf. It was a detail of no importance to him, as was pointed out, that some of the poisonous text-books had been introduced during the earlier term of his own mayoralty.—*Ex.*

FORD TRIES HIS NEW CAR.

DESIGN STILL SECRET.

EXPECTED TO BE REVEALED SOON.

Mr. Henry Ford celebrated his sixty-fourth birthday at Dearborn by personally testing the new Ford automobile he is soon to put on the market. According to his own statement, he is "feeling better and have a greater interest in life because I have a new, big job to tackle."

Mr. Ford spoke freely of his forthcoming product. He had just returned from the upper peninsula of Michigan, where he and his son, Edsel, tested models of the new car by driving several hundred miles. "We have taken a lot of time to design and build this new Ford car," said Mr. Ford, "so it will be just what a good automobile should be in this day. We built 15,000,000 model T cars in less than 19 years and we expect to build many more than 15,000,000 of the new cars in much less than 19 years."

Design To Be Revealed Soon.

"That may sound strange, but you must realize that there still are parts of the world where there are many families without automobiles. There are some parts of the world where whole families have never even seen an automobile."

A complete description of the car will be announced within a few weeks, Mr. Ford said. The manufacturer declared most of the current rumours regarding the new car were misleading. He smiled as he discussed them.

Dennis Trade War Rumour.

"There's the matter of price, for example," he said. "We didn't build this new Ford to fit a price, but we certainly are not abandoning the low price field."

Referring to prophecies of a "trade war" between the Ford company and other motor car manufacturers, he said: "We have no desire to take business away from any automobile manufacturer. Our thought always has been that the automobile business is prosperous only when all makers of good cars are busy. If any particular automobile company's success meant putting out of business some other automobile manufacturer there would be no gain. It would only mean putting thousands of men out of work, letting valuable power go to waste and maybe throwing a great industry out of the balance."

Record Of The Model T.

During the 19 years period Ford dealers have paid service employees salaries amounting to \$1,333,800,000 and other employees, such as salesmen and office workers, approximately \$380,000,000. Authorized Ford repair shops and service stations have paid salaries and wages totalling \$1,785,000. A total expenditure of \$4,568,427,012 32 cts. was involved in the purchase of materials for model T in the United States, Canada and abroad. Taxes amounting to \$547,000,000 have been paid during the 19-year period. It is estimated that the Ford T cars that before the last model T had gone to the junk heap the cars have consumed 60,000,000,000 gallons of gasoline and 1,900,000,000 gallons of oil and will have travelled more than 1,185,000,000,000 miles.

No formal celebration marked Mr. Ford's birthday. He arose shortly before 7 a.m. At 7.30 his chauffeur and his orchestra leader met him and Mr. Ford selected the music for a dance at the Dearborn Country Club. He was at his Dearborn laboratories before 8 a.m. and an hour later he was looking over his collection of antique furniture.

The day was marked by one feature not in line of formal observance. That is "The Dearborn Independent's" publication of a retraction of the charges against Arca Sapiro, an apology for the wrong done him and an endorsement of co-operative marketing.

When the Ford-Sapiro suit was being settled it was agreed that "The Independent," Ford's official publication, would carry a statement of retraction. The magazine bearing the date of July 30th carried the promised message of atonement the same as the one carried in newspapers July 17th.

A SCOTTISH "AT HOME."

TO-DAY'S SPORTS AT HAPPY VALLEY.

THREE REGIMENTS BEING ENTERTAINED.

Only sunshine this morning to dry the soggy ground, and a continuance of fine weather throughout the afternoon are needed to ensure success to the "at home" and athletic meeting arranged under the auspices of the Hong Kong St. Andrew's Society for the Scottish troops in the Colony.

The sports are to be held on the Hong Kong Football Club ground, and with the additional stands which now completely enclose the area there will be plenty of room for all to look on in comfort.

The programme is timed to begin at 2 p.m., and comprises 24 events, the last one being announced for 5.15, and is a five-a-side football match, for which the Camerounians, K.O.S.B. and Scots Guards have entered teams.

There will be over 90 prizes distributed at the conclusion of the meeting by Mrs. D. Templeton, wife of the President of the Hong Kong St. Andrew's Society. Prizes for certain events are being presented by the President, Past Presidents and General Committee of the Society. In addition to the individual prizes there is an Aggregate Prize for the regiment gaining the most points.

Altogether there are 33 entrants who will compete for the various events from the Camerounians, King's Own Scottish Borderers and the Scots Guards, these being the survivors of a number of preliminary heats. Arrangements have been made for the entertainment of over 2,000, and there will be tea for the ladies and children of the Garrison, and suitable refreshments for the men of the regiments concerned.

In addition to the main events to be competed for by the chosen representatives of the Camerounians (Scottish Rifles), Scots Guards and King's Own Scottish Borderers, there are to be events for ladies and children and such typically Scots competitions as bagpipe playing, Sword Dance, and Highland Dancing.

The officials and Committees for the day are:—

General Sports Committee.—President, Mr. D. Templeton, Convener Mr. A. K. Henderson, Sports Secretary Mr. H. M. McTavish.

General Service Committee.—R. Sutherland, Sr. (Con.), G. Duncan, B. Wyllie, A. L. Shields, A. T. Hamilton, K. E. Greig, P. Tod, A. S. Mackichan, and Capt. A. A. O. Clark.

Sports Committee.—Officers of Regts., W. Logan (Con.), D. J. Purves, J. McCubbin, C. B. Robertson, J. D. Kinnaird, K. S. Robertson, and W. Kay, J. W. C. Bonnar and W. Brown.

Refreshment Committee.—K. S. Morrison (Con.), J. W. Blackley, A. Mackenzie, J. Jack, W. Hyde, D. Harvey, J. E. Anderson, G. Gerrie, R. Campbell, G. M. Shaw, J. Coulthart, J. M. McBride, W. P. Seath and A. Thornhill.

Dance Committee.—A. Stevenson (Con.), R. Sutherland, Jr., T. P. Sanderson, A. Craig and W. Forsyth.

Piping Competition.—C. I. Cooke and P. Douglas Wilson (both of the Scottish "Pipers" Society, Edinburgh).

BOXING.

HEAVYWEIGHT CONTESTS.

[REUTERS' AMERICAN SERVICE.]

New York, Oct. 10th. Negotiations for a twelve-round contest between the heavyweights Phil Scott and Eddie Undun, at Madison Square Garden, on November 4th, were completed to-day by an agent of Mr. Tex Rickard, who is promoting a sort of heavyweight elimination tournament, the winner to meet the survivor of the Sharkey-Henney fight fixed for November 18th.

CHESS.

LONDON TOURNAMENT OPENS.

[THROUGH REUTERS' AGENCY.]

London, Oct. 10th. An important international chess tournament, in which twelve well-known masters are engaged, has opened in London.

A feature of the first round was when F. J. Marshall, of the United States, beat Sir George Thomas, the British champion.

GOLF.

FANLING AUTUMN MEETING.

The following are the results of the competitions held at Fanling from October 8th to 10th:

Bogey Pool.

Thirty-two cards were taken out. The winner was K. S. Robertson (10) all square.

Other scores were: T. D. E. Pendered (3); R. Young (8)—1 down.

W. Ironside (9); F. Cowdard (18)—2 down.

Best Ball Of Fourballs.

Winners: F. J. de Rome and Capt. Bloxham, 74—91=57.

Other scores: W. Ironside and T. S. Whyte-Smith, 78—91=68.

T. D. E. Pendered and A. E. Wood, 79—90=70.

Six pairs entered.

Medal Round.

K. S. Robertson, 86—10=76. There was no prize as no other card was returned and this card won Bogey Competition.

There were seven entries.

TO COMPETE IN MANILA.

LOCAL ATHLETES LEAVING TO-DAY.

CONTESTS IN MANY FORMS OF SPORT.

When the R.M.S. *Empress of Russia* leaves here this afternoon for Manila, among her passengers will be about twenty athletes from Hong Kong, who are going to Manila to compete in a series of games against the Manila Nomads Sports Club.

The visitors were invited by the Nomads Club some time ago, and Mr. A. I. C. Bowker has been working very energetically to get the players together but the himself is unable to go. It was, indeed, a hard task to make the selection, as the players had to be all-round men. They will have to play soccer, rugby, tennis, golf, cricket and even row against their hosts.

Those leaving this afternoon are Messrs. Armstrong, Howell, King, Prichard, Mackay, Tait, Smith, Cox, Lloyd, Hay-Edie, Sewell, Heeling, Wright, Trencham, Keene, Kenley, and Armour. The last six are selected from the Air Force, Naval and Military units. But it is hoped that even at the eleventh hour, a few more people, who have up to now not made up their minds, will join up. Lammert will be a great asset to the rugby fifteen.

The competition between the Hong Kong and Manila teams will open the day after the arrival of the visitors. The tennis tournament will be staged at the Courts of the Manila Club on Saturday, October 14th. A rugby game and also been arranged for the same day on the Nomads grounds. On Monday the sculling crews of the two teams will try conclusion. The soccer game is booked for Tuesday and the golf competition for the following day. A game of hockey will be played on October 20th. The competition will be brought to a close on October 21st with a other tennis tournament. The visitors will leave for Hong Kong on October 22nd and be due here about the 24th.

While at Manila, the Hong Kong players will be the guests of the Nomads Club.

INTERPORT GOLF.

THE HONG KONG TEAM.

Also travelling on the *Empress of Russia* to-day for Manila with the Hong Kong athletes visiting Manila is the Royal Hong Kong Golf Club interport golf team.

They are going to the Philippines to play in the sixth annual interport golf match between Manila and this port. The match is to be played on the course of the Manila Golf Club at Calocan, Rizal, on October 16th and 17th.

The Hong Kong team comprise: T. G. Bennett, Lt.-Comdr. W. D. Brown, R.N., Captain Ian Erskine (Scots Guards), Lieut. K. Hunt, (R.A.F.), F. J. de Rome and C. C. Stark.

Reserve: J. W. Franks. The Manila Golf Club team selected is as follows:

J. H. Mason (Captain), B. E. Few, Capt. K. J. Fielder, U.S.A., G. M. Ivory, E. J. Neil and W. Z. Smith.

Reserves: R. S. Rogers, Capt. J. Yates, U.S.N., and Lieut. J. Cranston, U.S.A.

"SORRY TO HAVE TAKEN SO MUCH OF YOUR TIME RECENTLY WHILE CONSIDERING BUYING ONE OF YOUR CARS, BUT REALLY SINCE THE NEW FORD IS EXPECTED SO SOON I AM CERTAINLY GOING TO WAIT"

BEFORE YOU BUY

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NEW FORD

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CHINA NAVIGATION COMPANY, LIMITED.

SWATOW & SHANGHAI "CHEVAN"	On 13th Oct.	8 a.m.
HAIHONG	On 14th Oct.	Noon
BANGKOK	On 15th Oct.	Noon
SHANGHAI & TSINGTAO "SUNNING"	On 15th Oct.	8 a.m.
ANTUNG, DALNY & NEWORWANG	On 16th Oct.	4 p.m.
AMOI, SWATOW & SINGAPORE "ANTUNG"	On 16th Oct.	6 a.m.
SWATOW & SHANGHAI NEW	On 16th Oct.	8 a.m.
CHOWANG & DALNY "YINGHONG"	On 16th Oct.	10 a.m.
SWATOW & BANGKOK "KWANGHONG"	On 16th Oct.	10 a.m.
AMOI, SHANGHAI & TSINGTAO "SOOCHOW"	On 19th Oct.	6 a.m.
NINGPO & SHANGHAI "LIANGCHOW"	On 19th Oct.	4 p.m.
SWATOW & SHANGHAI "LIAN"	On 20th Oct.	3 a.m.
SHANGHAI & TSINGTAO "SIANGTUNG"	On 22nd Oct.	6 a.m.
AMOI, SWATOW, SINGAPORE & BANGKOK "KINGYUAN"	On 23rd Oct.	6 a.m.
SWATOW & BANGKOK "KIANGSU"	On 23rd Oct.	6 a.m.
SWATOW & SHANGHAI "KANOHOW"	On 24th Oct.	8 a.m.
AMOI, SHANGHAI & TSINGTAO "SUIYANG"	On 25th Oct.	6 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN "KUEICHOW"	On 25th Oct.	4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN "HUICHOW"	On 29th Oct.	4 p.m.
AMOI, SWATOW & SINGAPORE "ANHUI"	On 30th Oct.	8 a.m.
SWATOW & BANGKOK "KAYING"	On 30th Oct.	Noon

SALON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, have now been reduced to
 SGO SINGLE and \$90 RETURN.
 For Freight or Passage apply to—BUTTERFIELD & SWIRE, TELEPHONE CENTRAL 35, Agents.
 CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"
 THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS VIA MANILA AND THURSDAY ISLAND. Through Bills of Lading issued to all Australia, New Zealand and Tasmanian Ports. EXCELLENT & MOST UPTO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

STEAMERS	Days Home from Hong Kong	Sailings from Hong Kong
CHANGTE	11th October	15th November
TAIPING	8th November	18th December
CHANGTE	9th December	14th January
TAIPING	7th January	

For Freight and Passage Apply to—BUTTERFIELD & SWIRE, TELEPHONE CENTRAL 35, Agents.

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 "BLUE FUNNEL LINE"
 (OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)
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S.S. "CITY OF EASTBOURNE" via Suez Canal 6th November
 S.S. "CITY OF WELLINGTON" via Suez Canal 20th November
 Steamers proceed via Suez Canal or Panama Canal at Owners' option.
 Subject to Change without Notice.

For Freight and Particulars, apply to—BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG, HONG KONG & CANTON, JARDINE, MATHESON & CO., LTD., CANTON.

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IMPROVED SERVICE

FAST MOTOR VESSELS

BOSTON

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M.V. "CHINESE PRINCE" ... 13th October, 1927

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Telephone: Central 3155.

(Incorporated in Great Britain)

Telegrams: Farnpraea.

King's Building.

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WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE. VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter causing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, goitre or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.

For Nervous Breakdown and Chronic Weakness.
 VETARZO REGULATORS. Safe and Reliable.
 English Price 3s (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.3, London, Eng. Unimproved Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" in Government Stamp. Sold by LEADING CHEMISTS.

Shipping News Arrivals and Departures, etc.

ARRIVALS.

October 10th.
Beneluch, British str., 3,294 tons, Capt. H. J. Small, from London via Singapore. The latter port she left on October 5th, with 418 tons of general for Hong Kong, lying at Kowloon Wharf—Gibb, Livingstone & Co.
Hong Sang, British str., 1,356 tons, Capt. R. J. J. Sneddon, from Canton, with a general cargo, lying at buoy No. B32—Jardine, Matheson & Co.
Lai Sang, British str., 2,221 tons, Capt. P. Jowitt, from Kobe and Amoy, with a general cargo, lying at Stevedockers—Jardine, Matheson & Co.
Ohio Maru, Japanese str., 4,253 tons, Capt. Y. Norase, from Dunkerque and Singapore. The latter port she left on October 4th, with a general cargo, lying at buoy No. A3—N.Y.K.
Sunkong, Chinese str., 322 tons, Capt. Lai Kwong, from Kwong Chow Wan, with a general cargo, lying at buoy No. C13—Man Yick S.S. Co.
Teau, British str., 1,331 tons, Capt. E. H. Histed, from Hoibow, with a general cargo, lying at buoy No. C17—B. & S.

October 11th.

Angers, French str., 3,668 tons, Capt. Viég, from Yokohama via Shanghai. The former port she left on October 2nd, with a general cargo, lying at Kowloon Wharf—Messageries Maritimes.
Campagna, French str., 1,872 tons, Capt. M. Jougla, from Saigon, which port she left on October 6th, with rice and coal, lying at buoy No. C40—Optors Co.
Dr. Pierre Bonet, French str., 4,972 tons, Capt. Hologues, from Shanghai, which port she left on October 7th, with glass and beans, lying at buoy No. A29—Messageries Maritimes.
Empress of Russia, British str., 18,810 tons, Capt. A. J. Hooken, R.N.R., from Vancouver, which port she left on September 22nd with a general cargo, lying at Kowloon Wharf—C.P.R.
General Mettinger, French str., 5,542 tons, Capt. H. Perny, from Marseilles and Saigon. The latter port she left on Oct. 8th, with a general cargo, lying at buoy No. A1—Messageries Maritimes.
Hsia Fao Sing, Chinese str., 998 tons, Capt. R. Siman, from Kowloon, with a cargo of coal, lying at buoy No. C53—M.S.K.
Taiyo Maru, Japanese str., 3,424 tons, from San Francisco and Shanghai. The latter port she left on October 9th, with a general cargo, lying at Kowloon Wharf—N.Y.K.

CLEARANCES.

October 11th.

Angers, for Saigon.
Beneluch, for Takao.
Dr. P. Bonet, for Colombo.
General Mettinger, for Shanghai.
Haiyang, for Swatow.
Hong Sang, for Swatow.
Lai Sang, for Singapore.
Mendo Maru, for Swatow.
Ohio Maru, for Takao.
President Jackson, for Manila.
Sunkong, for Kwang Chow Wan.
Sui Sang, for Sandakan.
Tak Hing, for Amoy.
Tjindink, for Amoy.
Yong Lee, for Whampoa.
Wong Shek Kung, for Hongay.
Yat Shing, for Canton.
Yuan Feng, for Saigon.

VESSELS EXPECTED.

American Mail and Dollar Lines.
President Taft, Oct. 16th.
 Australian-Oriental Line.
Changteh, Dec. 9th.
Tai ping, Nov. 8th.
 Bank Line.
City of Osaka, Nov. 20th.
City of Peking, Dec. 24th.
City of Wellington, Oct. 16th.
 Blue Funnel Line.
Achilles, Dec. 5th.
Antenor, Dec. 13th.
Cyclops, Dec. 6th.
Demodocus, Nov. 10th.
Euryades, Nov. 17th.
Kuruyoshi, Oct. 22nd.
Leion, Dec. 30th.
Machau, Nov. 28th.
Memnon, Dec. 6th.
Orontes, Oct. 31st.
Phaetia, Nov. 17th.
Protosila, Oct. 25th.
Pyrrha, Dec. 10th.
Sarpedon, Oct. 20th.
Tallghylin, Nov. 13th.
Trevesian, Oct. 17th.
Tylerian, Dec. 25th.

British India and Apear Line.

Santhia, to-day.
Takliwa, to-morrow afternoon.
 Canadian Pacific Line.
Empress of Asia, Nov. 14th.
Empress of Russia, Oct. 24th.
 Dodwell & Co.
Kendal Castle, Oct. 14th.
Leicester Castle, Nov. 15th.
Romulo, to-morrow.
Venezia, Nov. 10th.

East Asiatic Co., Copenhagen.

Africa, Oct. 27th.
Kina, Dec. 15th.
Malaga, Nov. 30th.
 Eastern and Australian Lines.
Tanda, Nov. 7th.

Glen Line.

Carnarvonshire, Nov. 12th.
Gleniffer, Dec. 8th.
Glenaholm, Oct. 27th.
Glenart, Oct. 19th.
Pembrokeshire, Nov. 29th.
 Hamburg-America Line and Hugo Stinnes Line.
Albert Vogler, Dec. 21st.
Berndt, Nov. 23rd.
Percussen, Oct. 25th.
Ramses, Nov. 17th.
Sachsen, to-day.
Voytland, Dec. 7th.

Holland East Asia Line.

Gemma, Nov. 15th.
Olderkerk, Oct. 17th.
Zuma, Dec. 13th.
 Java-China-Japan Lijn.
Armanston, Oct. 14th.
Tjikarang, Oct. 27th.
Tjikembang, to-morrow.
Tjikina, Oct. 24th.
Tjipanas, Oct. 17th.
Tjisondari, Oct. 18th.
Tjimanok, Oct. 24th.

Messageries Maritimes.

Portheus, Nov. 9th.
Si-Kiang, Oct. 21st.
Sphinx, Oct. 25th.
 Norddeutscher Lloyd, Bremen.
Aachen, Oct. 18th.
Derfflinger, Dec. 19th.
Dessau, Nov. 10th.
Fulda, Oct. 24th.
Trier, Nov. 21st.

(Continued on next Column.)

HONG KONG METEOROLOGICAL REGISTER.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 4 p.m.
Barometer...	29.76	29.81	29.85
Temperature...	86	81	83
Humidity...	62	87	87
Wind...			
Direction...	ESE	ESE	E
Force...	4	4	4
Weather...	O	O	O
Rain...	0.00	0.00	0.68

HONG KONG TIDE TABLE.

From October 12th to 18th, 1927.			
High Water.		Low Water.	
Days of Week	Date of Month	Hong Kong Standard Time	Height
Wed.	12	10 21	7.1
Thurs.	13	10 10	7.3
Fri.	14	10 15	5.9
Sat.	15	11 19	5.8
Sun.	16	11 56	7.4
Mon.	17	12 04	7.9
Tues.	18	No infer.	h.w.

Nippon Yusen Kaisha.

Aki Maru, Oct. 19th.
Bokuyo Maru, Oct. 27th.
Ceylon Maru, Oct. 17th.
Dakar Maru, Dec. 9th.
Fushimi Maru, Oct. 16th.
Hakone Maru, Nov. 4th.
Hokokai Maru, Oct. 30th.
Kanagawa Maru, Oct. 14th.
Kashima Maru, Oct. 21st.
Lima Maru, Oct. 18th.
Lishan Maru, Oct. 20th.
Mishima Maru, Oct. 20th.
Muji Maru, Oct. 17th.
Muroran Maru, Oct. 13th.
Osaka Maru, Oct. 30th.
Pennang Maru, Oct. 30th.
Rangona Maru, Oct. 27th.
Sado Maru, Oct. 28th.
Suwa Maru, Nov. 15th.
Tango Maru, Dec. 20th.
Tsuyu Maru, Oct. 23rd.
Tsuyoku Maru, Nov. 9th.
Wakasa Maru, Nov. 18th.

Peninsular and Oriental.

Delta, Oct. 15th.
Devadha, Dec. 23rd.
Jeypore, Oct. 24th.
Kalyan, Dec. 12th.
Kashgar, Nov. 25th.
Khiva, Nov. 18th.
Macedonia, to-morrow.
Malua, Oct. 11th.
Manning, Nov. 11th.
Mongolia, Oct. 28th.
Mores, Dec. 9th.

Prince Line.

Chinese Prince, to-morrow.
 Royal Packet Nav. Co. (K.M.P.).
Van Heutz, to-day.
 Swedish East Asiatic Co.
Japan, to-day.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	Date
TSINGTAO via SWATOW & SHANGHAI	"HANGSANG" "YATSHING" "YOSHING" "HOPSANG"	Wed., 12th Oct., at 7 a.m. Sun., 16th Oct., at 7 a.m. Wed., 19th Oct., at 7 a.m. Sun., 23rd Oct., at 7 a.m.
TIENTSIN (DIRECT)	"CHEONGSHING"	Thurs., 20th Oct., at 5 p.m.
OSAKA via AMOI, SHAL, YOKOHAMA, MOI & KOBE	"KUMSANG"	Satur., 15th Oct., at 7 a.m.
KOBE via AMOI & MOI	"FOOKSANG"	Tues., 18th Oct., at 7 a.m.
OSAKA via AMOI, MOI & KOBE	"KUTSANG" "NAMSANG"	Sun., 23rd Oct., at 7 a.m. Thurs., 27th Oct., at 7 a.m.
CANTON	"FOOSHING"	Thurs., 13th Oct., at 7 a.m.
STRAITS & CALCUTTA	"LAISANG" "HOSANG"	Wed., 13th Oct., at 3 p.m. Thurs., 20th Oct., at 3 p.m.
SANDAKAN	"SUISANG" "MAUSANG"	Wed., 13th Oct., at Noon Fri., 23rd Oct., at 3 p.m.

For Freight or Passage, apply to—

JARDINE MATHESON & CO., LTD.
 GENERAL MANAGERS.
 TELEPHONE CENTRAL No. 215.

GLEN LINE.

FARE: HONG KONG TO LONDON £32.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENLUCE" (via Oran) P.M., 22nd October
 Steamship "GARMARTHENSHIRE" (via Oran) 2nd November
 Motor Vessel "GLENARA" (via Oran) 30th November
 Steamship "GARMARTHENSHIRE" (via Oran) 23rd December

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Motor Vessel "GLENARA" ... Due Hong Kong. 19th October
 Motor Vessel "GLENHIELE" ... 27th October
 Steamship "GARMARTHENSHIRE" ... 13th November
 Steamship "GARMARTHENSHIRE" ... 23rd November
 Steamship "GLENIFFER" ... 8th December

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S.S. "COBLENZ" ...	24th Oct., 1927.	22nd Oct., 1927.
S.S. "FULDA" ...	21st Nov., "	19th Nov., "
S.S. "TRIER" ...	18th Dec., "	17th Dec., "
S.S. "DERFFLINGER" ...	15th Jan., 1928.	14th Jan., 1928.

Regular Fast Four-weekly Freight Service.

NEXT HOMEWARD SAILING:
 S.S. "SCHLESSEN" ... on or about 10th November, 1927

NEXT ARRIVALS FROM EUROPE:
 S.S. "AACHEN" ... on or about 16th October, 1927
 S.S. "DESSAU" ... on or about 10th November, 1927

* Will Call at Marseilles besides the usual ports.

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 2, Queen's Building, Upper Road.
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DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers, Sailings subject to alteration without notice.

FOR

SWATOW, AMOI & FOOCHOW

AND RETURN

(Overnight 8 to 9 Days)

HAIHONG	Friday, the 14th October, at 1 p.m.
HAINING	Tuesday, the 13th October, at 2 p.m.

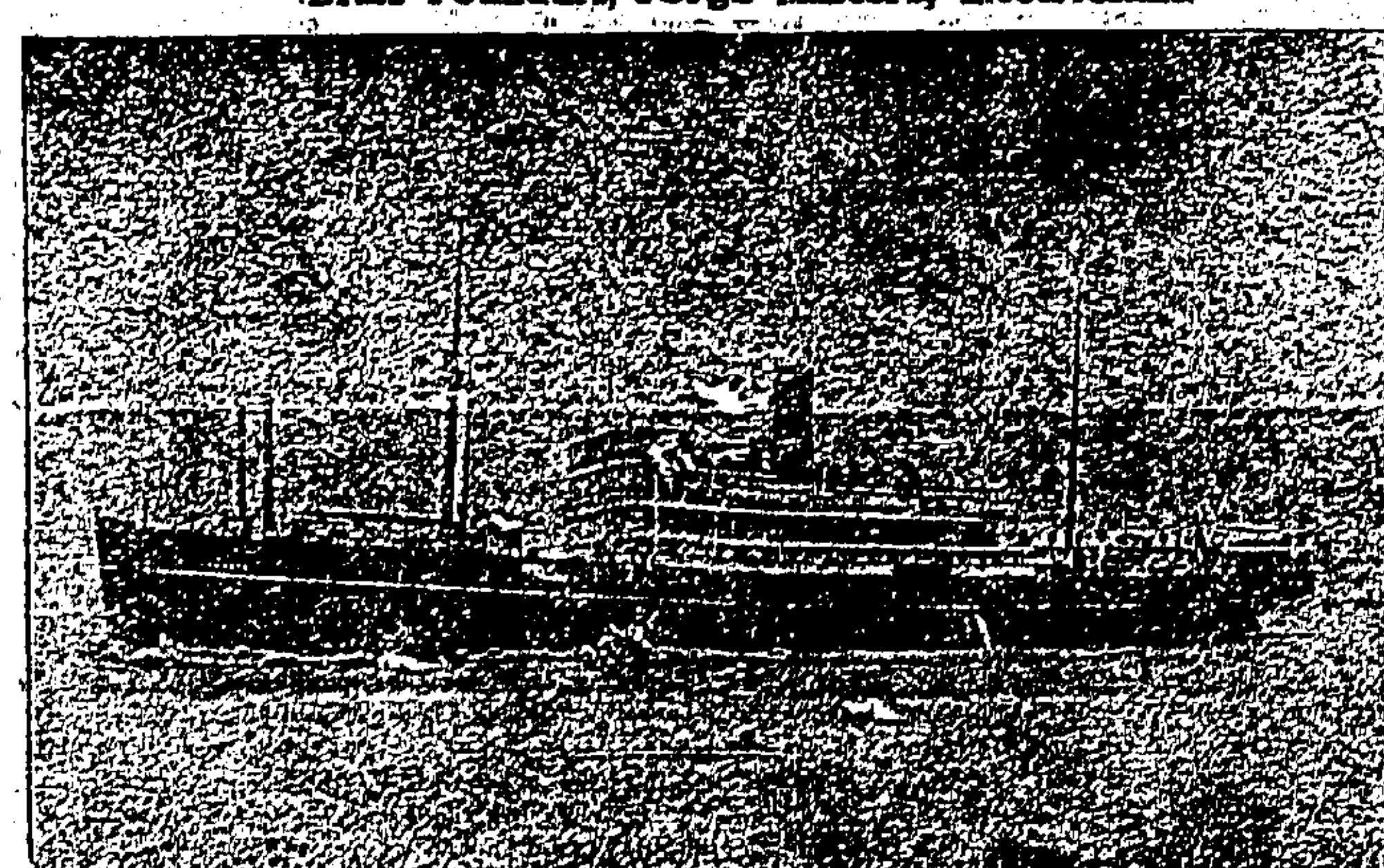
Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Foochow (Pagoda Anchorage) or vice versa and Return by the same steamer at the reduced rate of \$30.00 including meals while the steamer is in port.

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 R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

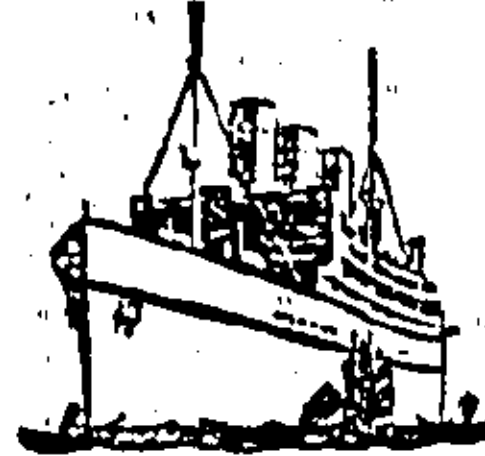
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\$130, \$112, \$110, \$102, \$93. Via SAN FRANCISCO.
\$940, \$840 Via JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
TAIYO MARU ... Tuesday, 18th Oct.
TENYO MARU ... Monday, 31st Oct.
KOREA MARU ... Sunday, 13th Nov.
* Calls Los Angeles, Omitting Honolulu.

LONDON via Singapore, Suez, Marseilles & Ports.

KASHIMA MARU ... Saturday, 22nd Oct.

HAKONE MARU ... Saturday, 5th Nov.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... Wednesday, 19th Oct.

MISHIMA MARU ... Wednesday, 23rd Nov.

BOMBAY via Singapore, Penang & Colombo.

TAMBA MARU ... Tuesday, 18th Oct.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

BOKUYO MARU ... Wednesday, 18th Nov.

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

KANAGAWA MARU ... Friday, 14th Oct.

NEW YORK and/or BOSTON via PANAMA.

TOBA MARU ... Wednesday, 12th Oct.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

LIMA MARU ... Thursday, 20th Oct.

CAIRO via Singapore, Penang & Rangoon.

CEYLON MARU ... Tuesday, 18th Oct.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Friday, 21st Oct.

SHANGHAI, KOBE & YOKOHAMA.

YAMAGATA MARU (Mojito direct) ... Thursday, 13th Oct.

MURORAN MARU (Kobe direct) ... Sunday, 18th Oct.

FUSHIMI MARU ... Monday, 17th Oct.

HAKOZAKI MARU ... Monday, 31st Oct.

* Cargo only.

For further information, apply to—

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MAATSCHAPPY.**

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THE STEAM SHIP

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Due to sail to SINGAPORE, BELAWAN, DELI and
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Offers excellent Saloon accommodation.

All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)
Service to destinations in the Netherlands East Indies
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Shipping News

Daily Statement, Waterfront
News, etc.

YESTERDAY'S FREIGHT RETURNS.

LOCAL AND THROUGH
CARGOES FAIR.
ONLY EIGHT ARRIVALS.

There were only eight vessels arriving here during the 24 hours ended at 9 a.m. yesterday, and freights brought by these steamers both for the colony and ports beyond were fair.

Local imports amounted to 11,013 tons, of which 2,343 tons were contributed by three British steamers, the heaviest return was 4,820 tons carried by the s.s. *Ohio Maru*, from Dunkerque and Singapore.

Through cargoes were manifested by five vessels and amounted to 10,503 tons. Three British ships were responsible for 4,144 tons. The two best returns were shown by the s.s. *Ohio Maru* and the *Ben-church*. The former arriving from Dunkerque and Singapore had 3,935 tons and the latter from Singapore carried 3,190 tons.

The arrivals and departures during the period under review were the following:—

	Arr.	Dep.
British	4	5
American	1	2
French	1	0
Japanese	1	2
Chinese	1	4
Danish	0	1
Norwegian	0	3
Total	8	17

Cargo Carriers.

S.S. *Tenn* (British) from Hoihow, 1,600 tons general for Hong Kong.

S.S. *Tai Shing* (British) from Shanghai and Swatow, 528 tons general for Hong Kong and 634 tons for other ports.

S.S. *Hong Kong* (British) from Canton, 570 tons general for other ports.

S.S. *Ben-church* (British) from Singapore, 418 tons general for Hong Kong and 3,190 tons for other ports.

S.S. *President Jackson* (American) from San Francisco and Shanghai, 1,200 tons general for Hong Kong and 2,130 tons for other ports.

S.S. *Campinas* (French) from Saigon, 2,000 tons rice for Hong Kong.

S.S. *Ohio Maru* (Japanese) from Dunkerque and Singapore, 4,820 tons general for Hong Kong and 3,935 tons for other ports.

S.S. *Sun Kong* (Chinese) from Kwang-chow Wan, 250 tons general for Hong Kong.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Macedonia* left Singapore for Hong Kong on the 9th inst. at 9 a.m. with the outward English mails, and is due here to-morrow Thursday, the 13th inst., at about 8 a.m.

The P. & O. s.s. *Delta* left Singapore for Hong Kong on the 9th inst. at 9.30 a.m., with the outward mails, and is due here on Saturday, the 15th inst., at about 8 a.m.

The B.I. and Apear Line s.s. *Takura* will leave Amoy for this port to-day, and is due here to-morrow afternoon.

(Continued on next column.)

DAILY WATERFRONT NEWS.

BLUE FUNNEL LINE'S
WOMAN ENGINEER.

HOW THE C.N.C. STRIKE
ENDED AT BANGKOK.

[BY LONGHOREMAN.]

The C.N.C. boats which have for nearly three months swung idly at anchor in the river have all been despatched, and happily with full cargoes, says the *Singapore Free Press*, writing on September 27th. Somebody knew the strike was to finish at or about the time it did, for engineer officers arrived from Hong Kong a couple of weeks before the end, and began getting things ready to start the boats set off as soon as possible after the strike was over. Some idea of the loss on freights on the Bangkok-Hong Kong run may be gauged from the fact that in July and August 73,000 tons of rice was exported to Hong Kong, and not a bag of it went in British bottoms.

In any event it would not all have been exported in British boats of course, but a good percentage would, and during the whole of that period freights remained high.

Only Woman Sea-Going Engineer.

The B.I. *Mulhera* which arrived in Colombo recently had the distinction of having on its staff the only woman in the world who has ever been employed as a sea-going marine engineer. She is a tall, robust and fresh-complexioned young lady, Miss Victoria Alexander, by name, who moves about her work as confidently as the average man. Miss Drummond has had five years' experience in shipbuilding workshops in Dundee and over two years' experience at sea. Before joining the *Mulhera*, she was on board the *Archives* of the Holt Blue Funnel Line and made several voyages to Australia and China in the engine room of that ship, which is a coal-fuelled ship. The captain of the ship testified to her efficiency and the ready acceptance of any job in the engine room which she performs as well as any of her co-workers.

The "Empress of Russia." Arriving here yesterday from the North, the R.M.S. *Empress of Russia* brought 149 cabin passengers (first, second and third-class) for Hong Kong, and 70 Chinese passengers, and also 443 steerage passengers. For Manila, for which port the liner sails to-day, there are 60 passengers.

Theft on "President Pierce." A Chinese, of no fixed abode, was yesterday sentenced to six weeks' hard labour by Mr. W. Schofield, at the Kowloon Magistracy. The defendant was charged with the theft of a gold watch and chain on board the *President Pierce*, the property of Lieut. L. E. Dancer, of the U.S. Navy.

The N.D.L. s.s. *Anchen*, from Europe, left Singapore on October 11th, and is expected to arrive in Hong Kong on the morning of (Sunday) October 18th. She will sail for Shanghai and Japan on Monday, October 17th.

Special Ship Permits.
In view of recent sea accidents caused by overloading of cargo and passengers, the petition of the sugar planters of Negros that special permits be again granted to inter-island boats authorising them to carry more passengers, will probably be refused, it was announced in Manila by Vicente Aldames, Insular collector of customs.

It was claimed by the planters that the order is harmful to the sugar industry inasmuch as it delays the transportation of labourers from Capiz and Antique to Negros. About 20,000 labourers are transported to and from Negros every season because the latter province has not got an adequate number of labourers. The petition was signed by eight planters and submitted to the collector of customs of Iloilo who endorsed it to the Insular collector.

Marine Court.

As the Marine Court yesterday morning the master of the steam launch *Arrow Whim* was fined \$5 for towing four lighters of over 1,500 piculs capacity into the Southern entrance of the Taumati Typhoon Shelter.

The mistress of a cargo junk was also fined the same amount for anchoring her craft abreast of five others alongside the s.s. *Soliken*.

Chinese Deck Passengers.

There were only 75 Chinese passengers entering the Colony during the 24 hours ended at 9 a.m. yesterday.

WARSHIPS IN PORT.

Warships in port yesterday were: South Wall Basin, *Thracian* and *Seydi*; East Wall Basin, *Tarantula*; North Arm, *Dong* and *Khark*; West Wall Dock, *Burbon*; In Dock, S/Ms. *L. 1, L. 15, L. 19* and *L. 23*; Taikoo Dock, *Peter* and *Tern*; Kowloon Dock, *Magnolia*; No. 1 Buoy, U.S.S. *Canopus* and S/Ms. No. 5 Buoy, U.S.S. *Beaver* and S/Ms. No. 6 Buoy, *Frobisher*; No. 8 Buoy, *Amrose* and S/Ms. No. 12 Buoy, *Bluebell*; No. 13 Buoy, *Ruthenian*.

Foreign Men of War—U.S.S. *Helena*, *Ashcroft*, *Companys*, *Recor*, *Beaver* and S/Ms. *French*, *Vigilante*.

SUNRISE AND SUNSET IN HONG KONG.

FOR OCTOBER, 1927.

STANDARD TIME OF THE 120th
MERIDIAN, EAST OF
GREENWICH.

Date.	Sunrise.	Sunset.
October 15th...6.18 a.m.	6.03 p.m.	
" 16th...6.19 "	" 6.01 "	
" 17th...6.19 "	" 5.59 "	
" 18th...6.20 "	" 5.58 "	
" 19th...6.20 "	" 5.57 "	
" 20th...6.21 "	" 5.56 "	
" 21st...6.21 "	" 5.55 "	
" 22nd...6.22 "	" 5.54 "	
" 23rd...6.22 "	" 5.53 "	
" 24th...6.23 "	" 5.52 "	
" 25th...6.24 "	" 5.51 "	
" 26th...6.25 "	" 5.50 "	
" 27th...6.25 "	" 5.49 "	
" 28th...6.26 "	" 5.48 "	
" 29th...6.26 "	" 5.47 "	
" 30th...6.27 "	" 5.46 "	
" 31st...6.27 "	" 5.45 "	

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT **ELLERMAN LINE**

S.S. "CITY OF PERTH" ... Havre, London & Glasgow ... 4th November

AUSTRALIA **AUSTRAL-INDIAN LINE**

Sailings from SINGAPORE on 7th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.

Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE **AMERICAN AND MANHATTAN LINE**

S.S. "CITY OF EASTBOURNE" ... via Suez Canal ... 8th November

S.S. "CITY OF WELLINGTON" ... via Suez Canal ... 20th November

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK, PHILADELPHIA **AMERICAN & ORIENTAL LINE**

M.V. "FORRESBANK" ... via Suez Canal ... 27th November

MAURITIUS & SOUTH AFRICA **ORIENTAL AFRICAN LINE**

S.S. "TINHOU" ... From Hong Kong ... 10th November

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, (Port Elizabeth), Mossel Bay and Cape Town.

Through Bills of Lading issued to Baire, Quilman, Rio, Port Amelia, Mozambique, Chinde, Inhambane, Zantaba, Mombassa, Kilindini, Fort Nolloth, Ladang Bay, Walvis Bay and Madagascar.

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THE BANK LINE, LTD.

P. & O., British India Apear and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND
LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons.	From Hongkong (about)	Destination.
"MALWA"	10,986	15th Oct.	Marseilles and London.
"KASHMIR"	9,985	20th Oct.	Straits, Colombo, Marseilles & L'don.
"MAHORE"	9,985	25th Oct.	Marseilles, L'don., Antwerp & Hull.
"MACEDONIA"	11,120	12th Nov.	Marseilles and London.
"MONGOLIA"	15,504	28th Nov.	Marseilles and London.
"MANTUA"	10,946	10th Dec.	do.
"KASHGAR"	9,905	24th Dec.	Marseilles, London & Antwerp.
"DEVANHA"	10,953	7th Jan., 1928	Marseilles and London.
"MALWA"	8,155	21st Jan.	Marseilles, London and Antwerp.
"KHYBER"	10,985	4th Feb.	Marseilles and London.
"MACEDONIA"	11,120	18th Feb.	Marseilles, London and Antwerp.
"KHYBER"	9,135	3rd Mar.	Marseilles, London and Antwerp.
"KASHMIR"	9,985	17th Mar.	Marseilles, London and Antwerp.
"MANTUA"	10,946	31st Mar.	Marseilles, London and Antwerp.
"KALYAN"	9,144	7th April.	Marseilles, London and Antwerp.
"MONGOLIA"	15,504	14th April.	Marseilles, London and Antwerp.
"MUREA"	10,986	28th April.	do.
"KASHGAR"	9,905	12th May.	Marseilles, London and Antwerp.

† Passengers to Singapore only.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Imperial Mail Steamship Co.

BRITISH INDIA-APOAR SAILINGS

"TAKLIWA"	7,936	14th Oct.	Singapore, Penang and Calcutta
"SANTHA"	7,754	8th Nov.	do.

* Calls Rangoon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"ARAFURA"	6,000	23rd Oct.	Manila, Sandakan, Thursday
"TANDA"	6,956	2nd Dec.	Island, Townsville, Brisbane
"ST. ALBANS"	6,000	27th Dec., 1927	Sydney and Melbourne.
"ARAFURA"	6,956	2nd Mar., "	do.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The P. & O. S.S. Co., Ltd. steamers will also call at Shanghai, Hilo, Oahu, Kailashagan, Taiwan, Timor, Darwin, or other ports en route as indicated on the cards.

Frequent connections from Antwerp with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"SANTHA"	7,754	14th Oct.	Amoy, S'hai, Moji, Kobe & Osaka.
"MACEDONIA"	11,120	14th Oct.	S'hai, Moji, Kobe & Yokohama.
"DELTA"	8,097	16th Oct.	Moji and Kobe.
"DEVANHA"	5,415	25th Oct.	Shanghai, Moji, Kobe & Yokohama.
"MONGOLIA"	15,504	28th Oct.	Shanghai and Kobe.
"TANDA"	6,956	8th Nov.	Moji, Kobe, Osaka & Yokohama.
"MANTUA"	10,946	12th Nov.	S'hai, Moji, Kobe & Yokohama.
"KHYA"	9,135	19th Nov.	S'hai, Moji, Kobe & Yokohama.
"KASHGAR"	9,905	28th Nov.	do.
"ST. ALBANS"	6,000	6th Dec.	Moji, Kobe, Osaka & Yokohama.
"MUREA"	10,986	10th Dec.	S'hai, Moji, Kobe & Yokohama.
"KALYAN"	9,144	18th Dec.	do.
"DEVANHA"	10,953	24th Dec.	do.
"MALWA"	10,986	7th Jan., 1928	do.
"KHYBER"	9,114	21st Jan.	do.
"KHYA"	9,135	28th Jan.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,120	4th Feb.	S'hai, Moji, Kobe & Yokohama.
"KASHMIR"	9,985	18th Feb.	do.
"KALYAN"	9,144	18th Feb.	do.
"MANTUA"	10,946	28th Mar.	Shanghai, Moji and Kobe.
"MONGOLIA"	15,504	17th Mar.	S'hai, Moji, Kobe & Yokohama.
"MUREA"	10,986	30th Mar.	do.
"KASHGAR"	9,906	13th April	do.
"MALWA"	10,986	27th April	do.
"DEVANHA"	8,155	11th May	do.

